

AUSTRALIAN RAILWAYS ILLUSTRATED

June 2013 - ISSUE 20

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Vol. 4 No. 3

June 2013

FEATURES

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Deep South Memories

Career railwayman Greg Sweeney spent some time in the early 1980s whilst relieving at Wodonga recording the rail scene between Albury and Junee prior to the introduction of Centralised Traffic Control. His images from that period highlight how that section of the Main South line used to be with semaphore signals and short manually operated crossing loops.

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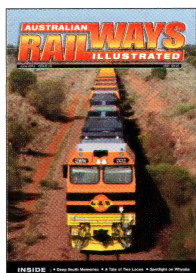
A Tale of Two Locos

Rod Milne looks at the history of the Midland Railway Company G class English Electric locomotives, a class that totalled only two members. Many interesting anecdotes and images of their later years in service working in the south-west of Western Australia and the Perth suburban area for Westrail are included.

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Spotlight on Whyalla

New locomotives, the first in many years, are currently being commissioned on the Arrium iron ore narrow gauge lines radiating west from Whyalla. Prior to their arrival in mid-March, Steve Hall and Peter Attenborough spent time recording the workings of the old locomotive fleet in the semi-arid landscape of the region.



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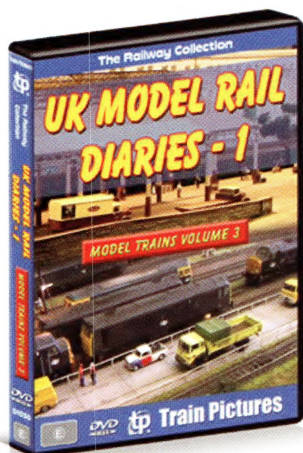
80 TAS News

COVER

After a number of weeks of testing during the commissioning stage, GWN002/GWN001 depart Whyalla for the mines as they approach Freyer's Cutting on Tuesday 23 April 2013. Image by Andrew Rosenbauer



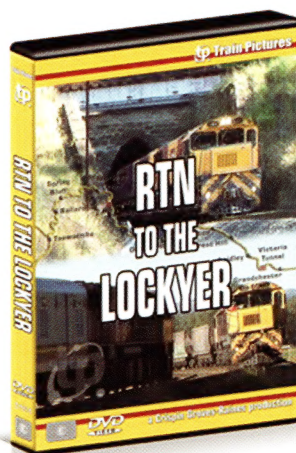
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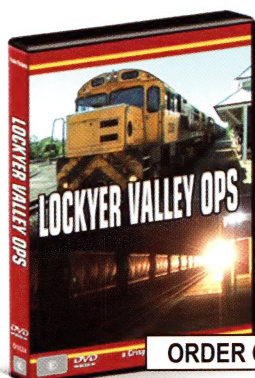
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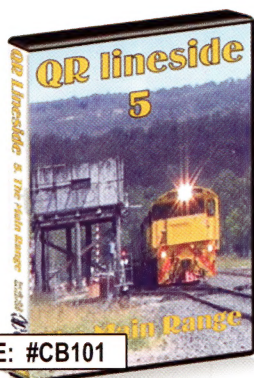
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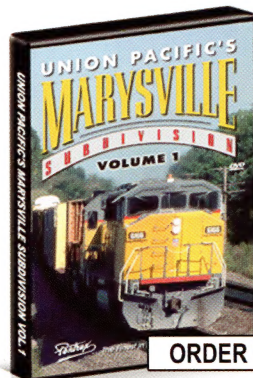
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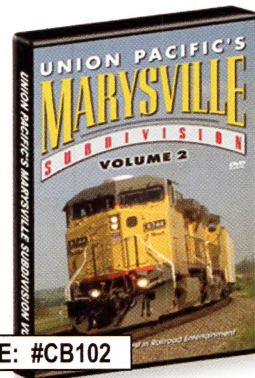
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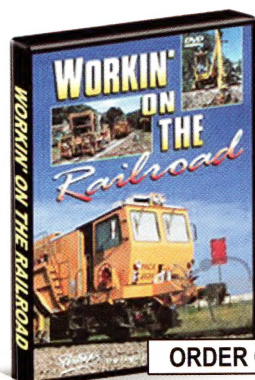
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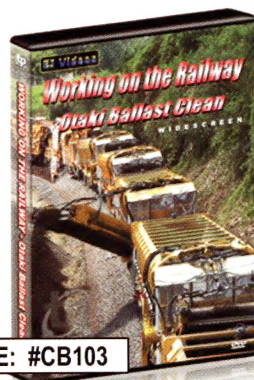
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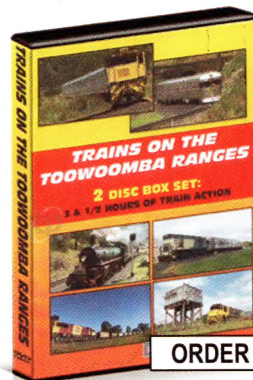
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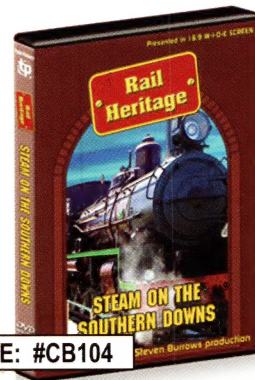
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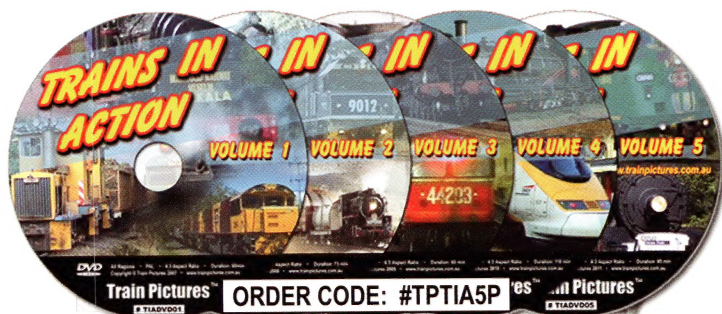
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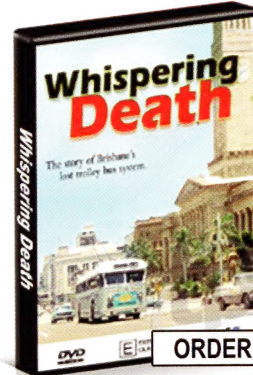
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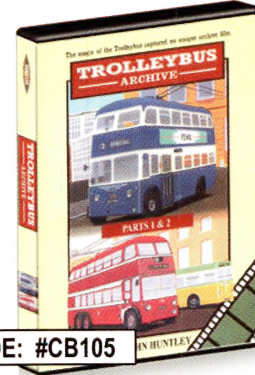
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NREC GEN-SET LOCOMOTIVES ARRIVE IN AUSTRALIA

National Railway Equipment Co (NREC) has delivered two brand new gen-set locomotives to Australia. The locomotives, numbered 1201 and 1202, were delivered by ship to Port Kembla in early May. These units were subsequently moved by El Zorro to Carrington in Newcastle. The locomotives are painted in a gold, blue and white NREC livery.

Physically, the locomotives are not too dissimilar to an NREC 1100 class in shape. Each locomotive weighs 114 tonnes (19 tonne axle load) and features three Cummins QSK19 800HP Engine / Marathon 572RDL Generator combinations. These engine/generator combinations cut in and out as required during locomotive operation – one, two or three engine/generator combinations can be operating simultaneously.

The cab dash is symmetrical, so that this locomotive design can be set up for either left or right side controls. These two units have also been developed so that the car bodies fit the narrower rollingstock outlines of Queensland and Western Australia, so they can be gauge converted and used on narrow gauge at a future date if required.

NREC can also build 17 tonne axle load or 22 tonne axle load variations of this design. The sphere of operation for units 1201 and 1202 is yet to be determined and

will be subject to the outcome of various track access provider testing requirements.

LAST REGULAR V/LINE PASS A CLASS HAULED PASSENGER TRAIN

The world's last regular bulldog locomotive hauled passenger train operated on Friday 26 April. The V/Line Pass 6.12am service from Bacchus March to Southern Cross Station was hauled by locomotive A60. V/Line Pass has four A class locomotives (A60, A62, A66 and A70), but in recent years only one of these units at a time has seen use on the roster.

The A class locomotives were rebuilt from the Victorian Railways B class locomotives during 1983 to 1985. Eleven locomotives in total were rebuilt, with Pacific National being the current owner of the seven non V/Line Pass A class locomotives.

BMA SIEMENS LOCOMOTIVES

BHP Billiton Mitsubishi Alliance (BMA) Rail's first 25kV narrow gauge Siemens Germany built locomotive is due to arrive in Australia by ship on 4 July 2013. The locomotive is painted in a bright orange livery with blue striping, and is numbered BMACC001.

Thirteen such locomotives are currently on order, and are nearly identical to the Aurizon 3800 class and Pacific National 71 class electric locomotives already in service in Queensland.

BMACC class locomotives are earmarked for use on coal haulage from the Caval Ridge and Daunia mines to the Hay Point Coal Terminal in the Bowen Basin.

NO RESTORATION OF SERVICES FOR THE MURWILLUMBAH LINE

ABC News has reported that a long-running campaign to restore train services on the far north coast of NSW appears to have failed. The Casino to Murwillumbah line was closed in 2004.

A State Government-commissioned feasibility study has been released and found it would take \$900 million to get the track back to a useable standard. Transport Minister Gladys Berejiklian says there is sure to be a mixed reaction. "I think the community accepts and appreciates the infrastructure challenges of reinstating the rail line," she said.

"The report says we need better bus networks, more frequent bus services, bus services to key locations where both visitors and local residents need to get to, and that's certainly something we're looking at."

Karin Kolbe, from the rail lobby group Trains On Our Tracks, is dismissing the report. She says the government got the result it wanted by using inappropriate figures. "Well it's quite an extraordinary report, it's not at all what the community wanted," Ms Kolbe said. "It keeps talking about the XPT, when the community, and this is what we've been promised by the Nationals, (wanted) to get a commuter line running."



On an otherwise cloudy afternoon, 8049/48s28/872/C510 are about to pass under the Hume Freeway near Yarra south of Goulburn whilst hauling 1815 freight to Forbes on Monday 22 April 2013.
Image by Graham Cotterall



• A thunderstorm has just passed as 2MB2 intermodal service hauled by NR23/NR24/NR2/NR51 accelerates away from Craigieburn on Monday 22 April 2013.
 • Image by Peter Sweetten

The Lismore MP, Thomas George, says restoring services to the existing track would have meant some major population centres were bypassed. "If it was reinstated along the current route, that would not service the major growth corridor in this area," he said. "Lismore, Ballina, Byron and through to the Tweed, that's where the population is and that's where the growth corridor is. So if we're going to build a new transport infrastructure, that's the area that needs to be covered."

The Lismore Mayor says she's disappointed but not surprised by the findings of the report. Jenny Dowell has been a vocal campaigner for the return of a rail service. She says there's still a dim light at the end of the tunnel. "They're not looking at selling off the corridor," Cr Dowell said. "The recommendations are to keep the services suspended for now, to maintain the asset at a minimum standard. There is a recommendation to do a safety assessment of the bridges, particularly those bridges that cross the road, and look to see whether they should be removed."

NEW DOWNER RAIL GT46C-ACe LOCOMOTIVES TRIALLED

Downer Rail is in the final stages of completing the building of five additional GT46C-ACe

standard gauge locomotives at its Cardiff NSW facility. These units are very similar to the SCT, LDP, GWA, WH and TT Class locomotives already in service with various operators.

No firm purchaser has at this stage been indicated, and in a first for the Australian rail industry these five units are available "off-the-shelf" to go into service immediately. Generally, locomotives are built to order, with a 9 to 14 month lead time being typical.

The units have been numbered at this stage LDP010 to LDP014. LDP010, LDP011 and LDP012 were trialled by Southern Shorthaul Railroad (SSR) from Cardiff to Wyong and return individually in late March. LDP013 was track tested in May, and LDP014 is scheduled for track testing in June. The locomotives are painted in a predominantly white temporary livery, with yellow sections to aid with visibility.

BAIRNSDALE LINE WOES

The Age newspaper reports that the Gippsland railway line has been shut down until further notice east of Traralgon because some level crossings are not detecting approaching trains early enough to ensure safety. Thirty-two level crossings on the line between Traralgon and Sale are apparently failing at times to consistently detect

approaching trains in time to activate boom gates.

Regional rail operator V/Line recently released a statement stating that all Bairnsdale train services had been suspended while the problem is investigated, and would be replaced by coaches. Trains will run between Melbourne and Traralgon as normal.

V/Line Passenger acting chief executive Graham Perry stated warning bells at the affected level crossings were ringing for inconsistent lengths of time. "A total of 32 level crossings between Traralgon and Sale are not consistently detecting approaching trains early enough for warning bells and boom gates to activate for a full 25 seconds before the train reaches the level crossing," Mr Perry said.

"This has resulted in some instances where bells have provided a shorter than required warning to road users approaching the level crossing, which is a potential safety issue."

Mr Perry said early investigations indicated the problem had been caused by poor electrical conductivity between the rail and the train wheels. An investigation is likely to take weeks, and it is not known when the line will reopen. The former Kennett government cut rail services to Bairnsdale in 1993 and the former Bracks government reinstated them in 2004.



: BW953 U70 5012/5037 Lochinvar 29/4/13. With the new footbridge at Lochinvar station forming a contrasting backdrop with the majestic two-storey home
 : adjacent to the railway, empty Aurizon coal service BW953 heads to the Mount Arthur loader behind 5012/5037 on Monday 29 April 2013.
 : Image by Matthew Ferguson



: Nearing sunset on Saturday 20 April 2013, S302/T333/TL152/1872 haul 9762 mineral sands as it swings in beside the Henty Highway just south of
 : Galaquill. This is the last time El Zorro operated this service and it is believed that PN will operate the service in the future.
 : Image by Stewart Anderson



• The autumnal colours are starting to show at Burradoo in the NSW Southern Highlands as 8151 works 2134 cement to Clyde Yard on Wednesday 24 April 2013.
• Image by Chris Jones



• Enroute to the mines for reloading, CK3/1304/1907 haul empties between Middleback Junction and Iron Baron on Friday 26 April 2013.
• Image by Bob Grant

Deep South Memories



• Snaking out of Junee yard past South Box, 44214/4431 and a 48 class start their journey southwards to Albury hauling a down freight during March 1980.

During my formative years as a trainee loco driver with the Victorian Railways, I was fortunate enough to do a few stints relieving at various depots around the State. In mid 1980, one such location was Wodonga, which, at the time, was a Mecca for any rail fan on or off the job, with the interaction with the then NSWGR, at Albury. Having a fondness for things Indian Red inevitably my attention was drawn, on days off, to sneaking over the border, to expose some celluloid.

Probably more by chance than by design, I hit the lower Main South, often referred to as "the Deep South" at various locations during this period where, during innumerable conversations with the local Station Masters, I came to the realisation than an impending major change was to take place in the near future with the implementation of Centralised Traffic Control. Moreover this meant abolition of electric staff and all

relevant infrastructures, including of course, all the old semaphore signals. Even though I had only been "Gunzelling" a short time, some twelve months or so, I still recognized the significance of this modernisation and its impact on what I was actually capturing on film.

Hence, the following article is here to remind us of a bygone era, which so many of us took for granted until it was gone.

By Greg Sweeney



⋮ During February 1981, 42202 departs Kapooka whilst working a down freight to Albury. Kapooka was closed with the introduction of Centralised Traffic Control.



⋮ Arriving at The Rock, 42220 hauls S15 passenger, the Albury connection off the Riverina Express to Albury during May 1979.



42201 stands on the crossing loop at The Rock hauling a railset, viewed from 42203 as it works an up freight to Junee during March 1980.



On a frigid June morning in 1980, 48130 hauling an up freight stands on the crossing loop at Yerong Creek awaiting the passage of a down service.



42214 and a 44 class arrive into no.2 road at Yerong Creek hauling an up freight from Albury just on sunset during January 1980.



Passing the up Distant signal at Henty, 42208 and a 44 class haul an up ballast from Hurricane Hill on the Corowa branch to Junee during March 1980.



As 44238 holds the loop at Henty, 44226 and a 421 class roar through with an up freight conveying interstate loading during March 1980.



Framed by the up Starting signals, 42109 arrives at Culcairn hauling a short down freight during March 1980.



With 42109 standing in no.2 road, 42208 and a 42 class haul an up freight through Culcairn during March 1980.



Gerogery pre-Centralised Traffic Control, as seen from the cab of 42203 approaching with an up freight in March 1980. Gerogery is now a 1650m long crossing loop.



: With the automatic staff exchanger in the down position ready for the exchange, 42110 and a 48 class are in notch 8 hauling S465 freight into Table
 : Top during January 1980.



: The ALCo combination of 44233, a 45 class and another 442 class have just picked up the outgoing staff for the Table Top – Gerogery section as they roar
 : northwards with an up freight during February 1981.

70 class

Built by	Commonwealth Engineering
Road Nos	7001 – 7010
In Service	1960 – 61
Length	10.16 m
Height	4.28 m
Weight	48.8 tonnes
Axle Load	16.25 tonnes
Fuel capacity	1820 lt
Lubricating Oil	323 lt
Cooling Water	473 lt
Sand	0.1 m3
Engine Type	Caterpillar D397
Engine Speed	550/1300 rpm
Horsepower	432 Kw
Transmission	Voith L37zUb

Built by Commonwealth Engineering for the New South Wales Government Railways, the first of ten diesel-hydraulic shunting locomotives (numbered 7001 to 7010) entered service in August 1960. They were initially used on shunting and trip train duties around the Sydney metropolitan area but were soon found to be underpowered for the size of the trains involved. In 1963, the entire class was transferred to Port Kembla depot where they proved to be an immediate success in shunting the various yards and wharves in that area. For the next 20 years they were used in that role until withdrawal of the class commenced with 7009 in early 1984. The majority of the time they were used singly but all class members were fitted for multiple-unit operation. Today, four of the ten class members are preserved with only 7006, under the auspices of the New South Wales Rail Transport Museum, being in a serviceable condition. The remainder have been scrapped.

The 70 class entered service painted in the standard Indian red with Chrome yellow lining livery of the NSWGR. They retained that livery for their entire working life with the exception of 7006 that received the 'reverse' yellow-end livery and 7007 that was painted in candy colours.



Image by the Late Colin Gray

RRYY 'AUTOBOX' 5-PACK

Class:	RRYY	Owner:	Pacific National
Type:	Articulated 5-Pack Skeletal	Build Date:	2004-2006
Number in Class:	52	Length:	88.1m
Number Series:	1-52	Tare:	59.6t
Bogie Type:	Class E, 70T SSRC	Gross:	200.0t

HISTORY

Moving motorcars by rail is not a new concept however, the east coast rail scene was particularly quiet during the 1990s. In 2004 Pacific National announced that a significant number of new vehicles would be transported by rail rather than road. The haulage arrangement was made with Toll Vehicle Distribution, with a proposed total of 28,000 new cars being moved between Melbourne and Brisbane, and 17,000 new cars being moved between Adelaide and Brisbane per year.

The car manufacturers involved in the initial start-up included Holden, Ford, Toyota and Mitsubishi. The concept involved six vehicles being loaded into a 53ft container known as an Autobox or a Cartainer.

The Autobox concept started in 1998 when Goninan built six TRAY low deck 5-pack articulated skeletal wagons for TNT.

These slightly shorter 5-packs utilized 51'6" Autoboxes which initially ran east to west and business later migrated to the east coast. The TRAY wagon ownership was moved to CEVA when they purchased the TNT auto business. In October 2012, QR National purchased the six TRAY wagons. It could be claimed that TNT initiated the Autobox operation.

Patrick, trading as TDG Autocare commenced enclosed car carrier operations on the east coast in 1998. 4 RMBY car carriers were enclosed and coded RMTY. These enclosed car carriers resembled boxcars, and were painted a dark green with a white roof. They ran between Melbourne and Brisbane, often on the front or rear of BM4/MB4 services. All four vans have been stored at Broken hill since the mid 2000s.

Cars have been moved, and still are, from Adelaide to Perth in double deck and triple

deck purpose built car carriers. Autoboxes are also used to a lesser extent on this corridor.

The RRYW wagons were built in two contracts. Wagons 1-20 were financed by Toll, and wagons 21-52 were financed by Pacific National. Worley Parsons designed the wagon and they were manufactured by Bradken at Mittagong. For the record, in 2001 Autotrans was acquired by Toll. In 2006 Patrick was acquired by Toll.

DESCRIPTION:

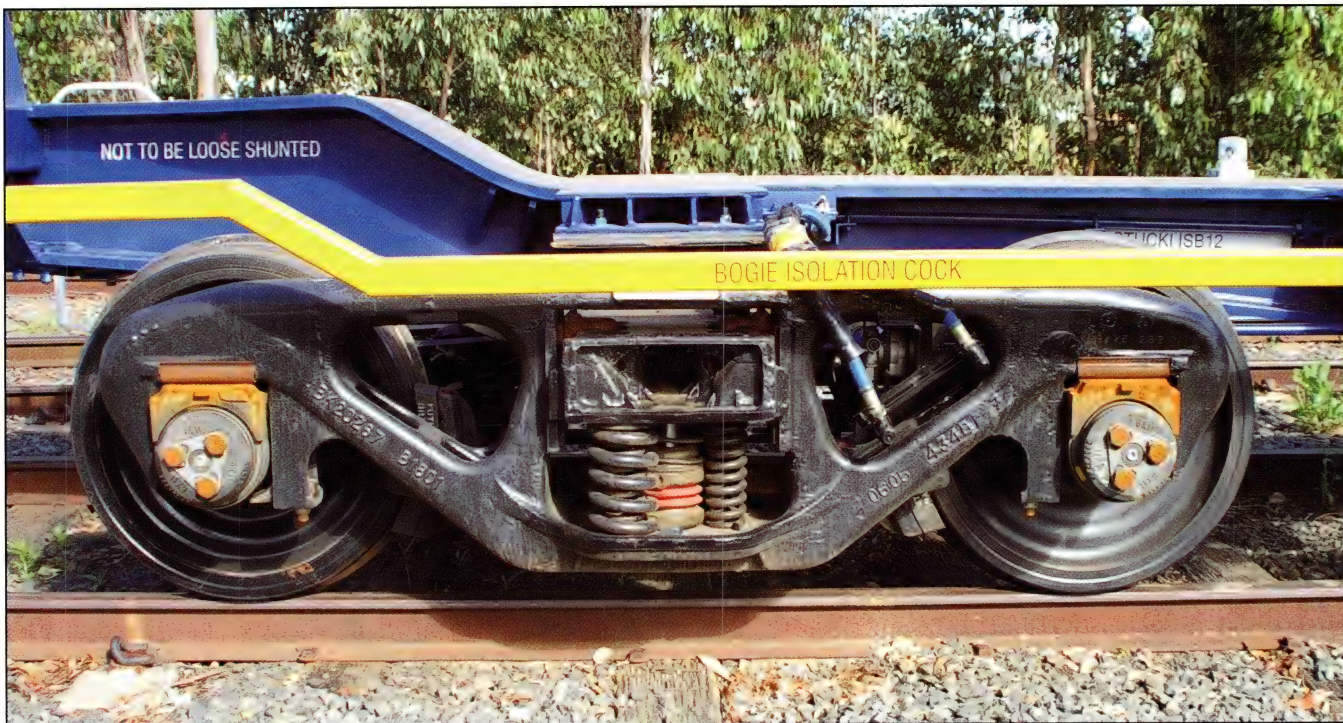
The RRYW has many distinct design features. The primary feature being the low deck height which is achieved through the use of a low level Bradken Super Service Ride Control bogies with 737mm diameter wheels - the smallest wheels used on any standard gauge wagon in Australia.

With a low deck height of 830mm, the coupler height needs to meet the standard



• Rounding Maldon curve on 22 July 2005, RRYW 10 is heading to Melbourne on a BM4 service.
• Image by Chris Jones

By Chris Jones



• Bogie RYRE 282 attached to RRYR 47 has just been outshopped by Bradken Mittagong on 13 December 2005. Note the hydraulic stabilizer inside the bogie spring nest.
 • Image by Chris Jones

of approximately 900mm. This is achieved with a 'goose-neck' design at each end of the 5-pack. The handbrake is also located at the far ends of the wagon. The low deck height allows the haulage of 10'6" containers and Autoboxes on the east coast corridor. 11'4" Toll mansard roof Autoboxes are also suitable for east coast operation.

The wagon comprises of five platforms which are held together by articulated connectors rather than standard couplers. The wagon has a total of six RYRE class bogies; two end bogies and four articulated bogies. Each bogie spring nest is fitted with a Stucki hydraulic stabilizer which controls resonant rocking of this high center of gravity wagon.

At 88.1m in length, the RRYR is the longest 5-pack skeletal wagon in Australia. The wagon is long enough to carry five 53ft Autoboxes – a total of 30 cars per 5-pack.

The wagon is fitted with Westinghouse and Knorr-Bremse brake components. A load proportional valve on each bogie provides load compensation. Even though the initial order of wagons was through Toll, all wagons have been painted in the standard Pacific National blue and yellow livery. Each wagon carries a sticker saying "For Transport of Toll Autobox".

Due to the small wheel size and rail impact forces, the wagon is limited to a gross mass of 200t, which is equivalent of 28t load per platform. Each Autobox is rated to a gross of 24t.

OPERATION:

The RRYR wagons initially operated exclusively between Adelaide, Melbourne and

Brisbane – loaded with only Autoboxes the majority of the time. Over the last few years, the RRYR wagons have started appearing on general intermodal services, being pooled with other 5-pack wagons, loaded with any type of containers.

RRYR 50 is stored at Bradken Mittagong with twisted platforms following a derailment. The underframe is comprised of 450 grade carbon steel.

CONTAINERS:

The unique Autobox containers were manufactured by Doric in Tasmania. They are

2.5m wide, 16.154m (53ft) long, with the flat roof version having a height of 3.2m (10'6") and the Toll mansard roof version having a maximum height of 3.45m (11'4"). With a tare weight of 7960kg, and a gross of 28,000kg, they sport an impressive 118 cubic metre capacity.

Talking in approximate numbers, Toll has 150 'MB' class containers which have the mansard roof. They also have 60 'AB' containers which have a flat roof. Patrick have 150 container which are all flat roof but vary internally between the 'A' class and 'C' class. 20 Toll containers are painted in Autotrans yellow.



• Looking worse for wear is RRYR 11 and autoboxes as they round the curve at Penrose on 20 July 2012 on an MB4 service. The yellow Autotrans box clearly displays the mansard roof design.
 • Image by Chris Jones



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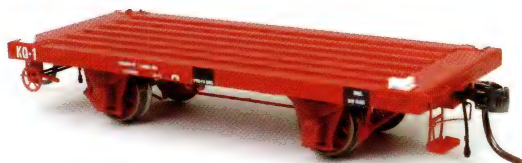
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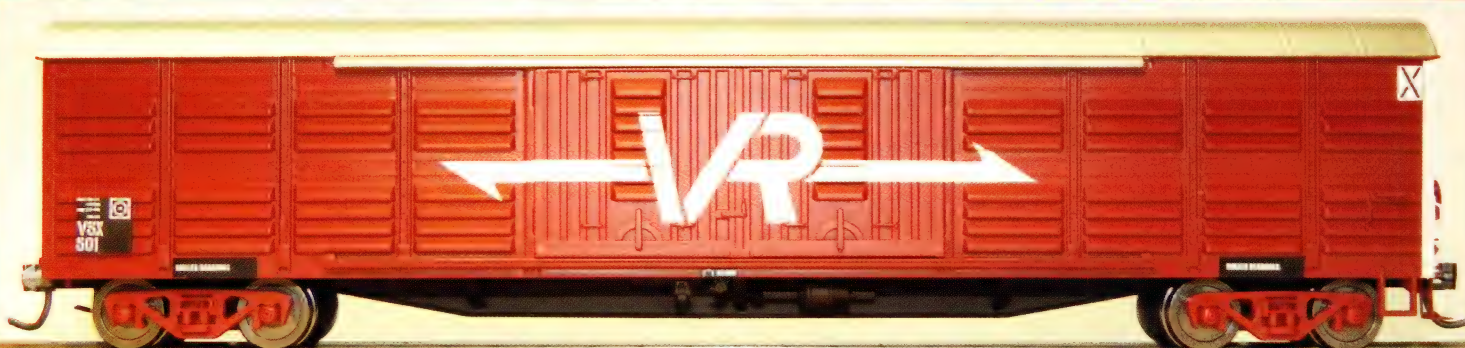
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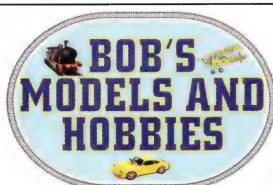
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A Tale of Two Locos:

The Elusive Western Australian G class



- Numerous suburban goods trains operated around Perth to service various sidings. Here G50 shunts the sidings at Subiaco on Saturday 20
- November 1965.
- Image by Weston Langford

By Rod Milne



⋮ **Rounding a big curve near Swan View on the former narrow gauge line to Northam, G51 hauls a down goods on Saturday 11 December 1965.**
 ⋮ **Image by Weston Langford**

MIDLAND PARENTAGE

While there have been classes comprising one loco only, the Westrail G class was one of the smallest Australian locomotive classes in traffic. At its greatest extent, it comprised only two units, both of them initially in private company ownership. G50 and G51 roamed around the state like a pair of identical twins for almost three decades in private and public ownership.

Like their older and smaller sisters, the F class, the Gs were built for the Midland Railway Company, which upgraded its track south of Watheroo with 60lb rail specifically to enable use of the two slightly larger locos. The company had already used the F class for five years, these being branchline diesels that could range the entire length of the track, from Midland to Walkaway. The two new locos were intended to become the line's "big" locomotives.

The same company that built the F class also supplied the two new locomotives; the prolific English Electric Company of Australia Ltd., operating from a plant at Rocklea near the platform at Nyanda, in Brisbane. The G class were to be slightly heavier and more powerful than the Fs, weighing in at 75 tons for a 12.5 ton axle load (the Fs weighed just over 60 tons, and were similar to the

Queensland Railway's 1600 class locomotives then being delivered from Rocklea). An 8SVT diesel engine powered the Gs, which had six traction motors. The new loco was geared to a maximum speed of 55mph, and like the F, featured a long hood end and a flat end, almost resonating the configuration of the steam locos they replaced.

In May 1963, the two brand new locos joined their F class sisters on the Midland Railway, being deployed only on the heavier track south of Watheroo which was then a crew change point. North of that location, it was F class only, though the smaller units naturally assisted the Gs on the track to the south which featured significant banks at Mooliabeenie and Cullalla. By that time, the days of the Midland Railway Company were numbered with the railway and its assets becoming part of the Western Australian Government Railways (WAGR) on 1 August 1964.

The G class of course shared a class letter with an older, much travelled steam locomotive. The diminutive G class steam locomotives literally travelled everywhere, two of them being based for years at the isolated depots of Port Hedland and Hopetoun. Ironically, the diesel G class were known to share the tracks concurrently with a steam G (233) used on the excursion trains in the Bunbury area. One

wonders how many times the steam G crossed one of the diesel electric G class in traffic!

Arguably, the G's finest livery was the one that the two class members carried in 1963 on the Midland Railway. It was a very stylish look! In May 1975, G50 was painted in what was described as a "special orange" livery, both locos succumbing to the rather bland Westrail orange livery for the final decade in traffic. G50's "special" livery was quite striking, featuring a yellow stripe along the loco's body and a yellow chevron as well, the main orange/red colour being a better one than the later blander Westrail orange.

TRAVELS FAR AND WIDE

Merged with the state system, the two G class locos travelled far and wide in the state of Western Australia, reaching Geraldton in the north as well as destinations in the deep south like Manjimup. Only the east of the WAGR network was unknown to G class wanderings, though their smaller sisters, the F class, worked for a brief period out of Kalgoorlie working trains to Kamballie, Leonora and Esperance. Bernie Morris, a Goldfields resident all his life, confirms the odd fact that G50 or G51 never reached Kalgoorlie. He notes this as curious, because the F class did, and the G class would have been a far



: In the larch green livery, G51 works a Midland – Forrestfield goods near West Midland during November 1976.
 : Image by the Late Colin Gray



: On Friday 4 February 1977, G50 swaps its load with XB1032 YEITHI and XB1405 WARIENGA arriving from Narrogin at Hillman.
 : Image by David Whiteford

more useful loco hauling the Leonora goods or trains on the Esperance Branch. It is one of those unexpected curios of time!

One area they gravitated to regularly was the South West, working out of the depot at Bunbury. A common roster was to work the long line to Manjimup and beyond, where the F class often worked in the 1970s and 80s. In the 1968 working timetable, a G could haul 1,230 tons as a through load between Bunbury and Busselton, with even more on the way back. G class ran there every so often but because the loco off the Busselton Goods usually worked the Nannup train, X class were preferred due to limitations on the G class working along that branch. Fs and Xs worked the line through Boyup Brook due to the 45lb rails used, but in later years, Gs worked as far as Boyup Brook from Bunbury. One night in the winter of 1983, on a day when X1021 JARROO worked the normal goods train at Boyup Brook, one of the G sisters loaded up a grain train at the nearby CBH grain silos for the short haul back to the small grain terminal at Bunbury.

Two other favourite lines for the G class were the cross country routes east of Collie, diverging from the main spine at Bowelling. It was not uncommon to find a G heading over to Narrogin or Wagin on a way-side freight, with some of these trains involving loco changes with opposing services at crossing points. In this regard, Hillman, a staff station and one-time watering station just east of Darkan, was well known for the loco change crosses, the crews at each depot taking their loco back to the home depot with them. On 4 February 1977, G50 swapped its load with a pair of Xs (XB1032 YEITHI and XA1405 WARIENGA) working from Narrogin at Hillman. Working the other way on 7 February 1980, the same loco headed a train on the Collie/Wagin line when it was noted beyond Bennelacking. The Collie area also saw the G class working on the coal mine branches out of that town, to Cardiff and beyond, as well as other mine branches. Block coal trains in those days were often fairly basic, consisting of high side open wagons with a van at the end, the sound of a G struggling up the Yokain bank west of Allanson with a coal load being reasonably common.

North of Narrogin too, the Gs were often used on the Great Southern Railway working trains to and from Avon and Northam. The famed Mount Kokeby changeover was run with these English Electrics from time to time, with G50 running the northbound train on 10 April 1976. Sometimes block coal trains would run behind a G class. This was the case on 25 February 1977, when G51 worked a loaded coal train from Collie returning later up the hill with empties. Those "block" coal trains were vastly different from the ones run today and sometimes were also hauled by the remarkable X class

locomotives. In their role hauling cross-country trains over from Collie, the G class also resided from time to time at Wagin and Narrogin loco depots. They were also able to work the heavier branch lines in the wheat belt out of Wagin, Narrogin and Avon depots.

The Corrigin line saw the odd G class working, such as on 3 December 1982, when G50 was up at Corrigin with a brake van, and in January 1984, G51 worked over to Bullaring on a grain train. It is said the Gs also ran as far as Kulin while working out from Narrogin. Extending north from Toodyay West, the long Miling line was used by G class, with at least two excursion trains run by the class. On 10 June 1973, the class leader went up to Bolgart on one such special, and another G class ran on a tour train to Calingiri on 27 July 1969. Unfortunately, records of workings on individual branch lines are thin on the ground due to the purge of various old WAGR and Westrail records, and so some other branch lines may have seen G class usage but the event was not recorded. As the Gs spent reasonable periods of time at Avon and Narrogin, it is reasonable to expect that some of the other branches saw the class at work, including Beacon, Kalannie and Mukinbudin. Again, the author would be pleased to hear of such instances.

The G class often worked in the suburbs of the Perth metropolitan area in between assignments in the bush. Mostly these were trip or shunt train workings but occasionally stock trains would be allocated a G class as well. Both sisters worked these types of trains in 1976 in the very last days of livestock traffic on Westrail. G51 worked empty stock wagons in July of that year from Robb Jetty to Midland, a common shuttle working for the abattoirs, while on 22 April 1976 G50 hauled a loaded sheep train from Midland down to the abattoirs at Robb Jetty. Perhaps more typical was a local goods train passing through Claremont behind G50 on 21 March 1979.

Suburban passenger trains were not uncommonly hauled by G class, with even the smaller sisters, the F class, still hauling some as late as the 1970s. On Tuesday 27 July 1976 for instance, G51 hauled an Armadale passenger service. Suburban passenger runs in the 1970s were regularly hauled by odd locos sharing the duties with the more common X class types, with a number of F class workings being recorded on the Armadale passenger trains as well as the bigger Gs. Train loads were small, though acceleration, or a lack thereof, could be problematic departing stations.

While most of the trains hauled by G class were as single headers, multi-working did occur. Occasionally even the two G class got together to work a train in multi while so called "shandy" workings ran periodically

from Manjimup hauled by F and G class multi-coupled together. The two sisters were not often coupled together, though there is a well reported instance of this multi occurring on a goods train at Boyanup. Multi-workings with other English Electric locos were not common, though on Saturday 31 July 1976, RA1913 and G51 were observed working a westbound goods train through Bassendean towards Leighton.

In contrast to other state railway systems where English Electric locos were widely deployed (QR being a good example); WAGR and Westrail were quite conservative as regards multi-coupling of its EEs. Although this occurred, it was not all that commonplace and tended to be limited to pairings of two locos of the same class (as with the Ks and R/RAs). The wonderful coupling of mixed classes as occurred commonly in the east never really occurred often, despite the potential for this.

There are two incidents recorded involving the class leader. On 30 March 1966, G50 was derailed at Fremantle, while hauling 836 Goods, with the other instance being similar on 22 June 1983. That day, the loco derailed on the Centaur coal mine branch which diverged at Muja, east of Collie, confirming the fact that the class was not uncommonly found working coal trains in that area.

G CLASS SWANSONG

The delivery of the General Electric P class locomotives to Westrail from 1989 precipitated wholesale scrapping of several classes of locomotives, notably from the ranks of the English Electric fleet. Rs, RAs, Cs and Gs all suffered, the G "twins" disappearing at much the same time. It would have been nice to have seen G50 and G51 make it to 30 years of continuous service in 1993 but this was not to be. The arrival of the P class saw both of the class set aside, with their last traffic recorded in 1990. G51 was written off in May that year, but G50 continued to be officially on the books for some of 1991. March 1991 saw it written off and arrangements were then made for it to be transferred to Pinjarra for use by the Hotham Valley Railway. Alas, G51 was scrapped. Both locos had enjoyed over 27 years working around the railways of the state of Western Australia.

REFERENCES AND ACKNOWLEDGEMENTS

Locomotives of the WAGR 1940 1968 (Adrian Gunzberg), WAGR Weekly Notices and Working Timetables

Considerable thanks are extended to my WA friends Bernie Morris, David Whiteford, Nev Watson, Charlie de Bruin, Phil Melling, Simon Barber and Jeff Austin for their invaluable input and assistance as a reference group.



: Early on Monday 26 September 1983, G50 works a down Narrogin goods consisting mainly of empty grain vehicles near Shotts east of Collie.
 : Image by the Late Gordon Harbour



: During December 1982, G50 arrives at the carriage sidings within the Perth station environs to pickup a coaching set for an afternoon run to Armadale.
 : Image by Simon Barber



: Seen here near Yealering in the state's grainbelt, G51 hauls an empty grain service to Bullaring on Thursday 19 January 1984.
 : Image by Simon Barber



: G50 has just arrived from Picton Junction light engine and is attaching to R1902 and its container service prior to returning to Picton Junction on a wet
 : Friday 29 September 1989.
 : Image by William Arkell

FROM A DRIVER'S VIEW
BY GERALD TRUSWELL

Most if not all ex Midland Railway drivers had a soft spot for their F and G class English Electrics and this was a sentiment shared by the drivers on the Tasmanian Government Railways who were also brought up solely on small English Electrics locomotives (X and Y class) until the late 60s.

I first worked the G class when I was promoted from trainee engineman in Geraldton to the position of Fireman at Narrogin. As Rod states in his article, the G class were allocated to the South West and usually based at Collie. The G class used to regularly work to Narrogin and they used to swap locos with the opposing service at Hillman. Hillman was also where the Collie and Narrogin crews used to change trains and work back to their respective depots. They were ideal for this work as they normally changed over with X classes at Hillman and the maximum load for the G class between Narrogin and Collie was 795 tonnes and the load for two X classes over the same line was 810 tonnes, only 15 tonnes more. One evening a week, Friday from memory, the G class used to work through to Narrogin for servicing at the loco depot and next morning it would work back to Collie. From time to time, it was diverted onto other services if there was nothing else available. Their use out of Narrogin was basically limited to the availability of Narrogin crews as many Avon crews (Northam) did not know the G class locos. If they were worked north, a G class would have to be swapped on to a southbound train at the crew change point of Mount Kokeby or worked back to Narrogin by a Narrogin crew (generally one Narrogin crew a day worked through to Avon on a 'book-off' job before returning back south later). On the branch lines to the east of Narrogin, the G could be utilised to West Merredin via Corrigin (West Merredin crews north of Corrigin) and to Kulin (only F and X classes permitted between Kulin and Kondinin). At that time, the Narrogin crews were 'booking off' at Kondinin, which precluded the use of the G class unless utilised on a livestock, grain or per way special train to points between Narrogin and Kulin.

- While based at Collie, the G class were also a regulars on:
 - the twice weekly Collie to Wagin train and would lay over at Wagin until the next morning to work back to Collie; and
 - the "Mine Shunters", which took empties from Collie to the mines and returned with wagons loaded with coal.
- During the 1980s, the Gs remained at Collie and G50 was derailed on a washaway in July 1983 while working a "Mine Shunter". The left hand side of the cab was damaged and not properly realigned as the sliding cab window never fitted flush with the cab after being returned to service.
- The G class were seen in and around the metropolitan area, which was usually

the result of the locomotive coming to Forrestfield or Midland for repairs, wheel turning or major servicing. Toward the end of their careers, the G class were seen in Forrestfield more often.

- Like the other early English Electrics, the cab doors opened inward and were a constant source of cold draughts during the winter months. Similar to the F and C classes, the G possessed the same style of seat with an upright seat back that became very uncomfortable over a long shift. There was no leg room for the observer when running short end forward due to the handbrake wheel being located on the inside of the end cab wall, which forced tall observers to sit askew with their legs out toward the middle of the cab. Also like the F class, the visibility from the short end was excellent; however the window on the long end door in front of the observer was very small and provided the observer with a very limited view ahead of the locomotive.
- Like the C, F, X and Y classes, the G class had the British style of headlight with the bulb suspended centrally, just inside the glass, and pointed at the reflector. The illumination provided to the driver was poor and usually consisted of a half-moon of light about 50 metres in front of the locomotive. The headlights on the above classes were never upgraded.
- The G class shared a couple of other similarities to the C class, such as:
 - the G class had a similar type of equalised bogie to the C class and, like its larger cousin, it had good riding characteristics (offset by the uncomfortable seating to some extent) and used to creak and groan as you went along.
 - the G class also had a similar type of turbocharger to the C class and it used to produce a whistling noise in the cab although generally not loud enough to be too annoying.
- On suburban goods services (called trip trains nowadays), there was a footnote under the load table in Westrail's Working Timetable, Book 2, that restricted the G class to a 800 tonne maximum load when working on the suburban system (between Midland, Fremantle and Armadale). This was due to the fact that they were very slow when hauling the maximum load of 1,035 tonne because of their low minimum continuous speed of 9.5 km/h. The G class was that slow with a full load that the suburban railcars could catch up with, and be delayed by, the G class struggling along with the full load despite the 20 minute headway between the railcars off-peak!
- Westrail's Working Timetable, Book 1, stated that the G class was only compatible for multiple operations with the F and G class. However, due to its horsepower and tractive effort, the drawgear index rating of the G class meant that it could not be worked in multiple with other mainline units because it would exceed the capacity of the 'yoke' type of

drawgear (that utilised the 'chopper' or meat hook). Up to that time, any consists sighted with two mainline locomotives meant that one was being towed dead or, in the case of the X class, towed running (where possible). With the advent of 'improved yoke' drawgear, higher tensile steel choppers and retirement of the older wagons with the weaker "Jones" and yoke drawgear, this restriction was relaxed when Mike Purcell became Westrail's Chief Traffic Manager. However, there was a provision that the trailing unit must be fitted with "Alliance" (or automatic) drawgear, which of course precluded the G class. I was never aware of the G class being used in multiple with any other unit, but I'm not certain what has happened since the units went into the preservation arena.

- The floor space in the long end compartment was extremely cramped with compressor, exhaustor for vacuum brake and traction motor blower all crammed in along with various items of brake equipment, isolation and electro-pneumatic valves around the wall space. The header tank (coolant water storage) was situated in the middle of the rear wall at roof height. Enginemen had to clamber onto the rotating equipment mentioned above to operate the drain and gauge glass isolating valves when checking the level of coolant in the header tank.

TECHNICAL DATA			
Data		G class	
Type:		Hood - diesel electric	
Gauge:		1,067 mm (3 feet 6 inch)	
Wheel arrangement:		Co-Co	
Operator:		Midland Railway Company (later WAGR/Westrail)	
Class:		G	
Model:		RSE110C	
Transmission:	Generator	EE	
	Traction motors	6 x EE 548	
Diesel Engine:	Model	EE 8 SVT (Turbocharged 4-stroke)	
	No. of cylinders	V 8	
	Bore & stroke	254 mm (10 inch) x 304.8 mm (12 inch)	
	RPM Max.	850	
Kilowatts:	Traction	710 kW (950 horsepower)	
Length:		12.50 metres (41 feet 0 inch)	
Width:		2.72 metres (8 feet 11½ inch)	
Height:		3.85 metres (12 feet 7¾ inch)	
Weight:		76 tonnes (75 tons)	
Axle load:		12.67 tonnes (12.5 tons)	
Maximum speed:		97 km/h (60 mph)	
Drawgear:		N.C.D.A.	
Brake (train)		Vacuum	
Brake (Loco)		Air	
Lube oil capacity:		450 litres (100 gal)	
Cooling water capacity:		450 litres (100 gal)	
Fuel oil capacity:		3,180 litres (700 gal)	
Wheel diameter:		952 mm (37 1/2 inch)	
Introduced:		May 1963	
Road numbers:		G 50 - 51	
Builder:		English Electric (Aust), Rocklea, Qld.	



: After hitting a washout and derailing at Powerhouse Junction near Collie, G50 is lifted back on to rails on Tuesday 5 July 1983.
 : Image by Phil Melling



: In the state's lush south-west, G50 hauls a solitary timber wagon back to Manjimup through Diamond Tree on Monday 9 September 1985.
 : Image by Simon Barber



: On an overcast spring morning, G51 shunts the Bunning's timber mill at Northcliffe prior to returning to Manjimup on Tuesday 30 September 1986.
 : Image by Simon Barber



: Winding up the Brunswick River valley between Brunswick Junction and Beela, G51 works a railset to Collie on Tuesday 26 September 1989.
 : Image by William Arkell



: Departing Fremantle on Tuesday 10 April 1990, G50 hauls a Fremantle – City service. Preparatory works for the electrification can be seen which
 : ended the use of loco- hauled services on the narrow gauge.
 : Image by Phil Melling



: To commemorate the centenary of the Midland Railway, a tour was organized to run from Perth to Geraldton. Here, G50/F40 haul the northbound special
 : near Walkaway on Thursday 3 November 1994.
 : Image by Phil Melling

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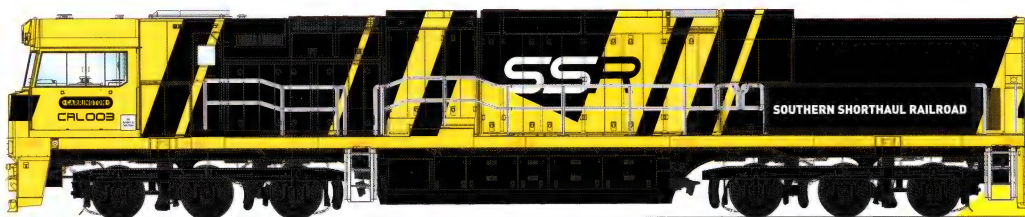


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SOUTHERN SHORTHAIL RAILROAD

Spotlight on Whyalla

By Steve Hall and Peter Attenborough



• Having crested the long climb from Iron Duke, loaded ore service DW34 approaches the junction at Iron Baron on Wednesday 13 March 2013 behind 902/847/1302. The collection of locomotives on this service is typical of recent times on the narrow gauge network where locomotives from several classes are marshalled together.
• Image by Steve Hall

The transport of iron ore by rail at Whyalla has a long history. The first narrow gauge railway was opened between Hummock Hill (now Whyalla) and Iron Knob by BHP in 1901, to be followed by a secondary branch serving the mine at Iron Baron that opened in 1930. Output from both of these mines supplied the company plant at Newcastle until a new steelworks opened at Whyalla in 1941. Initially trains were steam-hauled but these were replaced by new Clyde-built diesel-electric locomotives during the late 1950s.

A new mine at Iron Duke was opened early in 1990, and it was connected to the existing railway system by an extension of the original line serving Iron Baron in February of that year. The original two mines were closed around this time due to the remaining recoverable ore being too costly to extract. However, in recent times, better extraction processes have seen Iron Baron reopen, while it is mooted that Iron Knob will reopen by the end of 2013. In the meantime, the destination of the iron ore has shifted from serving the local steel mill to also being exported overseas.

Over the last few years, tonnages have increased markedly and with further increases planned it was decided that the disparate motive power fleet and aging ore hoppers at Whyalla needed to be updated. Accordingly, new hoppers and locomotives have been acquired and these are now changing the rail scene on the Whyalla narrow gauge ore lines. In this short photo essay, we take a look at the rail operations on the Arrium network only a few weeks before the new GWN locomotives arrived.



Only minutes after sunrise on Friday 15 March 2013, locomotives 1304/907/904 ease to a halt at the southern junction of the triangle into Iron Baron with WB63 empty ore train. After clearing the points, the train will propel back under the loader prior to returning to Whyalla. It is envisaged that all the 900 and 830 class Alco locomotives based at Whyalla will be displaced from ore train duties once the new GWN class locomotives enter traffic.
 Image by Peter Attenborough



The sole representative of the seven strong former Westrail DA class to see service on the Arrium iron ore lines passes near the 8km post on the approach to Whyalla on Wednesday 13 March 2013. Now numbered as 1907, it leads 1301 on BW42 loaded ore from Iron Baron.
 Image by Steve Hall



- Originally entering service for BHP as DE07 on 27 June 1961, this locomotive was extensively rebuilt by Morrison Knudsen Australia in 1993. It was
- subsequently renumbered by GWA as 1304. Part of the rebuild involved the fitting of a less than aesthetically pleasing cab. It is planned that the four
- 1300 class locomotives will remain on ore train duties, assisting the new GWN class locomotives. Iron Baron, Friday 15 March 2013.
- Image by Peter Attenborough



: Empty ore train WD43 powers uphill away from the junction at Iron Baron behind 901/CK4/1303 on Wednesday 13 March 2013, while hauling a rake of
 : the new hoppers. In the distance, train BW42 can be seen loading at Iron Baron behind locomotives 1907/1301.
 : Image by Steve Hall



: On the final approach to the 3-mile sidings on the western outskirts of Whyalla on Friday 15 March 2013, locomotives 1303/CK4/901 arrive with DW62
 : loaded ore train from Iron Duke. The locomotives will detach at those sidings and run around their train prior to propelling to the unloader adjacent to the
 : steelworks. The train consists of a rake of the new style hopper wagons.
 : Image by Peter Attenborough



• With the Middleback Ranges forming an impressive backdrop near Sinclair Gap, locomotives 901/CK4/1303 head to Iron Duke with empty ore service
• WD43 on Wednesday 13 March 2013. A solitary windmill supplies water for the local sheep population that seem intent on watching the passing of the
• train in this desolate region.
• Image by Steve Hall



INS AND OUTS

NEW LOCOMOTIVES

BHP Billiton Iron Ore

4403-4414 – model SD70ACe – built ProgressRail, Muncie, IN, USA – arrived 4/5/13

Bradken Australia

BK001 & BK002 – further trial / test runs 22-24/4/13 – not yet released

CFCL Australia

CF4407 – model C44ACi – built UGL, Broadmeadow, NSW – trial runs 21/3/13 & 26/3/13 – not yet delivered

CF4408 – model C44ACi – built UGL, Broadmeadow, NSW – trial runs 21/3/13 & 26/3/13 – not yet delivered

CF4409 – model C44ACi – built UGL, Broadmeadow, NSW – trial run 12/4/13 – not yet delivered

CF4410 – model C44ACi – built UGL, Broadmeadow, NSW – trial run 12/4/13 – not yet delivered

CF4411 – model C44ACi – built UGL, Broadmeadow, NSW – trial run 2/5/13 – not yet delivered

CF4412 – model C44ACi – built UGL, Broadmeadow, NSW – trial run 2/5/13 – not yet delivered

Fortescue Metals Group (WA)

720-721 - model SD70ACe/lc - built ProgressRail, Muncie USA – due to arrive before end May

Genesee & Wyoming Australia

GWN001 – model GT42CU-AC (narrow gauge) – built Downer Rail, Maryborough, QLD – arrived Whyalla 19/3/13

GWN002 – model GT42CU-AC (narrow gauge) – built Downer Rail, Maryborough, QLD – arrived Whyalla 27/3/13

GWN003 – model GT42CU-AC (narrow gauge) – built Downer Rail, Maryborough, QLD – arrived Whyalla 11/4/13

GWN004 – model GT42CU-AC (narrow gauge) – built Downer

Rail, Maryborough, QLD – arrived Whyalla 23/4/13

GWN005 – model GT42CU-AC (narrow gauge) – built Downer Rail, Maryborough, QLD – arrived Whyalla 8/5/13

Downer Rail

LDP010 – model GT46C-ACe – built Downer Rail, Cardiff, NSW – trial run 20/3/13 – not yet released

LDP011 – model GT46C-ACe – built Downer Rail, Cardiff, NSW – trial run 22/3/13 – not yet released

LDP012 – model GT46C-ACe – built Downer Rail, Cardiff, NSW – trial run 26/3/13 – not yet released

LDP013 – model GT46C-ACe – built Downer Rail, Cardiff, NSW – trial run 7/5/13 – not yet released

National Rail Equipment

1201 - model 3GS24C - built NRE, Mt.Vernon, USA - arr Pt. Kembla 2/5/13 – towed to Carrington, NSW, arr 6 May for commissioning

1202 - model 3GS24C - built NRE, Mt.Vernon, USA - arr Pt. Kembla 2/5/13 – towed to Carrington, NSW, arr 6 May for commissioning

1203 - model 3GS24C - built NRE, Mt.Vernon, USA, in El Zorro livery, with NRE logos nose and cab sides, expected to arr July

Pacific National (standard gauge)

9310 - model C44ACi - built UGL Rail, Broadmeadow NSW – delivered 6/4/13

9311 - model C44ACi - built UGL Rail, Broadmeadow NSW – delivered 6/4/13

Pacific National Coal (QLD narrow gauge)

7135 – built by Siemens, Germany – delivered to Brisbane - moved to Moolabin, to Nebo 2/5/13, arrive 3/5/13

7136 – built by Siemens, Germany – delivered to Brisbane - moved to Moolabin, to Nebo 2/5/13, arrive 3/5/13



• During mid March, BRM002 was moved by road from Bendigo to Kelso near Bathurst. Here it is seen being lifted off the low-loader and onto its bogies on Wednesday 20 March 2013 prior to being hauled to Lithgow for further commissioning.
• Image by Chris Jones

Southern Shorthaul Railroad (NSW & VIC)

BRM002 – built SSR Bendigo Workshop, VIC – to revenue service 9/5/13

LOCOMOTIVE MAJOR WORK

Aurizon (QLD & WA narrow gauge)

DD2356 - electrical fire 1/2/13 – currently under repair Forrestfield

Genesee & Wyoming Australia

1604 – accident damage 11/4/13 – moved to Downer Rail, Port Augusta, SA for repairs
CLF6 – released from accident repairs 23/3/13

Pacific National (standard gauge)

TT116 – transferred Downer Rail, Cardiff, NSW to Downer Rail, Pt. Augusta, SA – accident repairs – arrived 1/5/13

LOCOMOTIVE REBUILDS/CONVERSIONS

Aurizon (QLD & WA narrow gauge)

ACN4172 – ex 4172 - departed Redbank by road for Western Australia – 4/4/13 - arrived Forrestfield - 13/4/13
ACN4174 – ex 4174 - departed Redbank by road for Western Australia – 4/4/13 - arrived Forrestfield - 13/4/13

Genesee & Wyoming Australia

903- converted narrow gauge to standard gauge for Whyalla steelworks standard gauge shunter

Pacific National (standard gauge)

NR18 – to UGL, Spotswood, VIC major overhaul and repowering – released 3/5/13
NR23 – to UGL, Spotswood, VIC major overhaul and repowering – released 25/3/13

LOCOMOTIVE REFURBISHMENTS/OVERHAULS

Aurizon (QLD & WA narrow gauge)

2806 – Component Change Out RACS Redbank, QLD – released 13/3/13 – Aurizon livery
2825 - Component Change Out RACS Redbank, QLD - released 2/5/13 - Aurizon livery

Genesee & Wyoming Australia

850 – overhaul Downer Rail, Port Lincoln

Pacific National (standard gauge)

8130 – ex Downer Rail, Kelso, NSW end April - overhaul & repaint
8134 – ex Downer Rail, Kelso, NSW 24/4/13 - overhaul & repaint
AN5 – under overhaul at Downer Rail, Pt. Augusta

LOCOMOTIVE REPAINTS

GrainCorp Rail Operations

48211 – fully repainted GrainCorp livery – March 2013

LOCOMOTIVE SALES/TRANSFERS/ WITHDRAWALS/DISPOSALS

Aurizon (QLD & WA narrow gauge)

April 2013 – for sale – 1743D, 1759D, 1762D, 1763D, 1764D, 1773D, 2122F, 2155D, 2156D, 2157D, 2159D, 2160D, 2161D, 2162D, 2172F, 2185D, 2204D, 2412D, and the remaining 3100 class

BHP Billiton Iron Ore

3081, 3082, 3083, 3084, 3085, 8335 sold to Sims Metal – scrapped May

Engenco

C507 – leased to QUBE – end Apr / early May

CFCL Australia

C508 leased to QUBE 8/5/13

Pacific National (standard gauge)

8229 – transferred Leigh Creek, SA coal operations to NSW
8248 – transferred NSW to Leigh Creek, SA coal operations
8249 - transferred Leigh Creek, SA coal operations to NSW – 17/4/13
T371 – transferred from Broken Hill shunter to Melbourne 5/4/13
XR550 – ex storage Dynon, VIC to Downer Rail, Newport, VIC for overhaul and repaint – 4/4/13

Public Transport Victoria

Y102, Y104, Y108, Y125 & Y143 – stored 707 Operations, Newport, VIC

RailPower

S312 – ex hire to El Zorro, VIC – returned to Goulburn Roundhouse, NSW – early May

LOCOMOTIVES TO/FROM STORAGE

Aurizon (QLD & WA narrow gauge)

1762D stored Redbank – 15/3/13
2253 – stored Redbank – 5/4/13
3533 – stored Callemondah – 7/3/13

Pacific National (standard gauge)

8202 – fire damage 1/5/13 – awaiting repair

V/Line Passenger

A60, A62, A70 – stored at South Dynon
A66 – standby at Southern Cross

Other

RRL, South Africa for Republic of Congo - SNCC
SNCC 2203-[x]; 2204-3; 2205-6; 2206-[x] ex QRN 2600, 2602, 2603 & 2608 [order unknown] – [x] is an unknown check digit.
Reclassified from C22-7Mmi back to original U22C; reduced in weight from 109.7 to about 100 tonnes
SNCC 1702-9 ex QRN 1775D; 1703-2 ex 1768D; 1704-5 ex 1748D. ex QRN 1755D & 1767D currently stored
3101-7 ex QRN 3101, 3102-0 ex QRN 3102 & 3103-3 ex QRN 3103 – repainted red & white ready for delivery to SNCC
African Rail & Traction Services
2604, 2605, 2607, 2609 & 2610 repainted blue & white – retaining QRN number – ready for hire to RRL at Vale Moatize, Beira.
2600 to be purchased from RRL
2601 at REGM hired to Randfontein Estates Gold Mine.
Kiwi Rail, New Zealand
DQ6347 [ex QR 1481] & DQ6382 [QR 1460] – sold to APEX Group for South Africa – booked on ship "Oberon" due to depart Auckland 15/5/13
DQ6324 [QR1473] & DQ6376 [QR 1467] - sold to APEX Group for South Africa

Updated: 13 May 2013, by Tony Burgess [Issue 20]

New South Wales



• A tatty 603 leads 48s28/C510 as they haul 1815 freight to Forbes under the Hume Freeway at Marulan on Friday 26 April 2013.
 • Image by Graham Cotterall

METROPOLITAN REPORT

On 13 March, 8050/8157 departed Clyde as D135 to St Marys before departing for Enfield with NQPY14625, in push/pull mode as 1136. The locos then returned to St Marys with eleven VQCX wagons as 1137, again in push/pull mode. After this job was completed the locos returned to Clyde.

RL301/EL61/1101 departed Sydney working 1813 freight to Dubbo on 16 March. The three locos returned to Botany working 8112 freight three days later. After VL351 had problems whilst working Botany bound 5112 freight from Narrabri West with VL356/RL304 the train was stalled at Wyong on 18 March. After GL106/GL109/VL359 departed Botany working 1863 freight to Blayney and Dubbo that evening the train was parked in Enfield yard with the locos departing for Wyong to assist 5112 freight. After arrival at Botany the three locos returned to Enfield to get back to their rostered job. Although 442s1/869/1105 departed Botany working 1815 freight to Forbes via Cootamundra on this day the return 8116 freight arrived back early on 20 March after C510 had replaced 442s1.

VL354/RL306/872 arrived at Botany working 8114 freight from Dubbo on 20 March whilst later that day RL310/C510/869/ 603 departed Botany working 1815 freight to Forbes.

On 25 March, 8116 freight from Forbes arrived at Botany behind C510/8049/8037/8044 with all four locos later working the return 1815 freight that afternoon. Two days later GL106/8044/8049/C510 departed Botany working 1815 freight to Forbes.

After 9303/9307 came to grief near Denistone whilst working Acacia Ridge bound 3MB4 freight around 1250hrs on 27 March, 4204 running as 8D81 light engine from Lithgow to Branxton assisted the stricken train into the relief road north of West Ryde. Both 3MB4 and 8D81 were then held until after the afternoon peak before resuming their runs around 1900hrs. Alas 3MB4 freight came to grief again, this time at Beecroft. NR28/ NR107/NR41 arrived from Chullora to assist the train to Hornsby where the two 93 class locos were detached.

On 1 April, 1815 freight to Forbes departed Botany behind 442s6/C510/RL304. Some interesting movements were noted at

Canterbury on 3 April with T250 from Minto to Botany being 4461/4717/train/1445, T285 from Botany to Yennora being worked by 44209/RL303, 9132 from Dunmore-Shellharbour to Cooks River being worked by 8130/DL44, 1815 for Forbes departing Botany behind 442s5/ C510, T280/281 from Yennora to Botany and return being worked by 603/4471 whilst an unknown trip train departed Botany as 4497/train/4458.

RL310/RL301/872/869 arrived at Botany at the head of 8114 from Dubbo on 5 April. The following evening 9310 and 9311 were detached from Pt Kembla bound 6BW4 (NR66/ NR104) in Sydney before departing Chullora behind NR43/NR71/NR13 at the head of 1BM2 to Melbourne early on 8 April. Two days later RL309/VL361/4814/4816 arrived at Minto with 3112 box grain from Merriwagga with the leading two locos departing that evening with 1817 to Parkes Sub Terminal. After L270 had arrived in Sydney on 8136 from Parkes with G540/X51/48101 on 7 April it was taken to Morandoo on 1423 two nights later behind BL30/BL27/8150, for attention at Cardiff.

The Yennora-Botany trip trains featured

unusual power on 9 April with 4488/4477/4463 working T285 away from the port and EL58/44209 working T280 from Yennora. The Forbes picture train continues to include interesting loco combinations with 8116 arriving at Botany behind C510/442s5/8049/864 early on 10 April with only the lead two locos heading back to Forbes working the return 1815 that afternoon. The amazing combination of RL310/872/ 603/8044/C510 departed Botany at the head of 1815 to Forbes on 17 April.

For ARTC work on the Ulan line B61/ B65/44206/4701 departed Chullora working M121 to Broadmeadow on 14 April with 44204 following with M123 to Mangoola on 15 April. NR84/NR35 departed on 14 April hauling a collection of container wagons for trials as 1431 to Taree with the return 4138 arriving back early on 16 April.

HK01 AK car test train was noted at Carlingford on 19 April with 4464/4918 at one end and 4473 at the other.

Another quin combination departed Botany at the head of 1815 to Forbes on 22 April, with the locos being 8049/ RL309/48s28/872/ C510. Two days later RL301/603/48s28/C510 departed Botany at the head of 1815 to Forbes.

ILLAWARRA REPORT

On 13 March, TM72 from Tahmoor arrived at Inner Harbour behind 8164/8214/8239, with the lead loco later departing for Moss Vale as DM73.

DC2206/CLF4/LZ3101/LZ3104 departed Inner Harbour working a late running 9359 to Barellan at 1000hrs on 13 March. Three days later CLF4/ DC2206/LQ3122 came to a stand at Thirroul at 0120hrs with 3958 from Barellan. That afternoon LZ3104 arrived at Thirroul as D258 from Goulburn via Robertson, with the train departing for Inner Harbour at 1830hrs. All four locos were back on 21 March to unload 3958 before heading for Barellan as 9359.

C508/C502 arrived at Inner Harbour working 3992 from Harden on 15 March and after the train was unloaded it departed for Junee as 9391. The cycle was repeated two days later, the only difference being that 3992 came from AWB Wyalong. There was plenty of available power on 25 March when 3992 arrived at Inner Harbour behind VL352/C508/ G535, with the unloaded train then departing for Junee as 9391. 8050/8157 loaded 1907/9108 ballast for Enfield at Bombo on 20 March. L251/8138 arrived at Inner Harbour working 3922 from Junee on 25 March with the empty train later heading for Cootamundra as 9323. On 29 March, 8212/8138/8154 departed Inner Harbour working 9323 to Cootamundra with 8212 arriving back two days later working 3928 with 48218/48214/GPU2.

On 1 April, 8182/8142/DL42/8107 arrived at Nowra working 8938 from Manildra. Six days later, 8142/8111/ 48160/4854 arrived working 3938 from Narrandera. In a short burst of the

use of 93 class locos on Pt Kembla Steellink services 5WX2 departed for Pt Augusta via Melbourne behind 9302/9303/9307 on 4 April whilst twenty-four hours later 9309/9308/NR13/ NR21 departed working Perth bound 6WP2. 8146/48208/GPU2 arrived at Inner Harbour working 3920 from Cootamundra on 7 April, with all three locos later working 9321 back to Cootamundra. CLF4/LZ3101/ LZ3104 unloaded 2958 from Goulburn at Inner Harbour on 12 April. Eight days later the same train unloaded but CLF4 had been replaced by DC2206/LQ3122.

9331 for Cootamundra departed Inner Harbour behind 8236/8178/8162 on 21 April with 8924 from Parkes via Cootamundra yard arriving behind 8236/48204/GPU2/48218 the next afternoon.

G533/G535 arrived at Inner Harbour working 3992 from Brabham's on 23 April before departing to Junee with the return 9391. On 30 April, 8239/8181 departed Inner Harbour for Moss Vale as D179 and after attaching to 8236 the three locos worked TM72 back to Inner Harbour.

G533 arrived at Pt Kembla as D252 from Moss Vale on 3 May. After new locos 1201 and 1202 were off-loaded from a ship the previous day G533 towed the new locos to Carrington as D952, departing late on 5 May. DL38/8146 arrived at Inner Harbour working 3926 from Cootamundra on 7 May before returning south working 9325.



• The unusual combination of G538/8005/48165/48203 work 1835 empty domestic grain to Parkes Sub Terminal seen here near Binalong on Monday 12 March 2013.
• Image by Graham Cotterall



• Ascending the grade to Morrison's Hill, QUBE's 8116 freight from Mountain Industries siding at Forbes is hauled by C510/442s5/8037 on Thursday 4 April 2013.
• Image by Brian Pycock

SOUTHERN REPORT

On 13 March, GM27/S317 arrived at Braemar hauling fourteen PHTH coal wagons from Broadmeadow as 4278. Later that day the pair headed back to Broadmeadow with another fourteen wagons as 2478. Also on this day VL361 was detached from Forbes bound 1815 (869/1105/442s1) at Goulburn.

C502 ran as D351 from Goulburn to Junee on 14 March and after attaching C508 the pair ran as D352 to Harden to work 3992 to Inner Harbour that evening. Also on this day and after 8926 from Parkes with BL33/8136 experienced problems at Yass Jct, 8146 ran as D925 from Moss Vale to assist the train to Inner Harbour. Earlier that morning 9325 from Inner Harbour arrived at Cootamundra behind BL26/G523/BL28. After the rear loco was detached and the other two ran around the train later departed for Parkes as 3825. Also on 16 March, 2210 arrived at Griffith with the AK cars as SK81 from Parkes before continuing to Melbourne the next day, C502/C508 loaded 3352 from Junee/3992 to Inner Harbour at AWB Wyalong and 8173/XR555 arrived at The Rock working 7MC6 from Melbourne. 48205/GPU2/48202 arrived at The Rock as D337 from Cootamundra the next morning to load the train at nearby Kengol. 44202/8037/GL105 departed Junee hauling 2CM1 to Melbourne on 18 March with the lead two locos arriving back working 3MC1 late the next day.

To start a short ballast program in the area 4701/4702/4716 arrived at Temora as D325 from Lithgow on 19 March. After attaching the wagon rake the next day 3M21 headed to Mirrool to load before continuing to Narrandera. The ballast was unloaded in the Coolamon area on 21 March before departing to Mirrool to reload and returning to Narrandera. This procedure was repeated on 22 March but on this occasion the train continued from Coolamon as 3M24 to Junee where it was reversed before continuing to Parkes.

8173/XR555 arrived at The Rock working 4MC6 from Melbourne on 21 March with solo 48218 arriving as D337 from Cootamundra to load the train at Kengol. NR23/9305/NR91 passed Bargo working 6MW2 from Melbourne to Pt Kembla on 22 March. Later that evening 1815 from Botany arrived at Goulburn behind 8049/C510/RL301/RL305 with the rear loco being replaced by 8044 and 8037 before the train continued to Forbes.

L251 spent a few days in the south of the state during this period with it departing Junee working 3922 to Inner Harbour on 23 March with both locos arriving back at Cootamundra the next afternoon working 9323. After 8162/8149 arrived at Cootamundra working 4332 from Newcastle on 26 March, L251 replaced 8162 before the train continued to Junee Sub Terminal to load the return 3432. L251 was detached at Cootamundra that

evening before being attached to 8153 to work 3234 Yenda-Maldon grain the next day.

Eleven empty container wagons were transferred from Goulburn to Junee as 2311 with 4816/4814/852/RL305 on 24 March.

44202/G512/4816/4814 departed Junee at the head of Melbourne bound 5CM1 on 28 March with all four locos arriving back at Junee working 6MC1 the following evening. 8212/8138/8154 arrived at Cootamundra working 9323 from Inner Harbour on 29 March. 8212 headed back to Inner Harbour leading 48208/48214/GPU2 working 3928 on 31 March.

On 4 April, XR558/XR555 arrived at The Rock working 4MC6 from Melbourne with 4854/48160 later arriving as D337 from Cootamundra to load the train at Kengol. This working was repeated two days later with 6MC6 but on this occasion 48214 and 48203 loaded the train. Also on 4 April, NR99 became the first member of the class to reach Griffith after arriving with DL40/DL48 working 4MC2, on this occasion via Temora. All three locos returned back to Melbourne working 5CM3 that afternoon, again via Temora.

PN was back at The Rock on 8 April with XR555/XR558 arriving with 1MC6 from Melbourne with the train being loaded at Kengol by 4894/48153. This process was repeated two days later with 3MC6.

8146/48208/GPU2 departed Cootamundra working 3920 to Inner Harbour

on 7 April with all three locos loading 9321/3922 at Junee Sub Terminal the next day.

On 8 April, 2311 empty box grain departed Goulburn behind VL361/RL309 with 4816/4814 later being attached at Cootamundra North after they had arrived from Junee. Later that night the VL/RL locos were detached at Yenda before the train continued to Merriwagga the next morning to load 3112. After RL309/VL361 were attached at Yenda all four locos departed for Minto early on 10 April. Also on 10 April, 2134 Berrima-Clyde cement service was worked by 8157/48208.

EL54/S312/EL60/T386 arrived at The Rock working 7MC7 from Melbourne on 21 April. Solo T386 loaded the train at nearby Kengol with all four locos departing south working 1CM7 that afternoon. All four locos were back at The Rock with 2MC7 two days later but on this occasion EL60 ran to Junee. Solo T386 again loaded at Kengol and after EL54 and S312 were attached 3CM7 departed back to Melbourne.

Also on 21 April, 8236/8178/8162 arrived at Cootamundra working 9331 from Inner Harbour. 8236 returned to Inner Harbour assisting 48204/GPU2/48218 to work 8924 the following morning. After 1815 from Botany arrived at Goulburn behind 8049/RL309/48s28/872/C510 on 22 April, RL309 was detached before the train continued to Forbes. Also on this day and again on 23 April, 1221/2122 from Clyde to Crisp's Creek and return were worked by AN9/8005/AN8. The rear loco had been replaced by AN6 for these trains on 26 April. 8202 caught on fire in the Burradoo area whilst trailing TM72 from Tahmoor with 8236 leading on 30 April, with 8202 being detached at Berrima Jct.

8239/8181 later arrived Moss Vale as D179 from Inner Harbour to assist with the train.

To commence a ballast program in the area T381/T385/T363 arrived at Temora hauling NZBF ballast plough vans on either end of twenty-four NHBf ballast hopper wagons as 8377 from Orange on 2 May. The train ran as 3M21 to Mirrool to load the next day before continuing to Narrandera. On alternate days the train unloaded in the Brushwood-Old Junee area or ran to Mirrool and return to reload, stabling at Narrandera overnight on each occasion.

G528/8173 arrived at The Rock on a number of occasions in early May with MC6 services from Melbourne arriving on 2, 4, 6 and 8 May. On the first occasion 48132/48159 loaded 3335/36 at Kengol before later loading 3337/38 at Boree Creek. The whole train was loaded at Kengol two days later and the same locos were provided. 48218/GPU2 were detached from D335 from Cootamundra to The Rock at Junee on this occasion, leaving 48132/48159 to load at Kengol. 48205/48204 loaded 3335/36 at Kengol and 3337/38 at Boree Creek on 6 May whilst 48132/48159 loaded 3335/36 at Kengol two days later.

5CM3 for Melbourne departed Griffith behind NR59/G530/NR80 on 2 May.

G536/DL47/NR69 departed Griffith working Melbourne bound 2CM3 on 6 May. Earlier that morning 8128/G540 experienced difficulties whilst working 8924 from Parkes at Yass Jct. 8153/8101/8104 ran as D327 from Moss Vale to assist with the rear two locos being detached at Goulburn en-route.

Early on 7 May, DL38/8146 departed Cootamundra working 3926 to Inner Harbour

with the complete train arriving back that night as 9325. Late that night 8142/DL38 departed for Parkes Sub/Terminal working 3821.

GL107/C502 ran as D370 from Junee to Goulburn early on 8 May. A little later that morning S311/S300 ran as D272 from Goulburn to Carrington but attaching FL220 at Picton for detaching at Chullora en-route. After shunting at Chullora en-route S300/S311 arrived back at Goulburn with three empty container wagons as 1273 the following afternoon.

WESTERN REPORT

In an unusual move BL26/48108/48163 loaded 8838 grain for Manildra at Gilgandra on 12 March. The following day G523/ BL28 loaded 8326 at Red Bend and after BL26 later arrived as D828 from Parkes the train set off for Cootamundra. Earlier that morning 1811 from Clyde arrived at Narromine behind 44202/RL301/EL61. G523/BL26 were back in Parkes on 14 March when they arrived from Cootamundra working 3825. BL26 ran as D825 to Mungeribar two days later to haul a stabled 8436 ore service to Morandoo early on 17 March.

869/1105/442s1 arrived at Forbes with 1815 from Botany early on 14 March.

After the two trains were amalgamated 8164 from Fletcher's and 8114 from Dubbo, they departed Narromine bound for Botany via Cootamundra on 16 March behind GL106/GL109/RL306/VL354/ VL359. Also via Cootamundra on this day 8934 for Pt Kembla departed Blayney behind AN6/DL45/8131. 1863 from Sydney (GL106/GL109/VL359) stabled at Blayney on 18 March before departing for the Fletcher's facility near Dubbo the next morning. RL301/C510/869/ 603 arrived at Forbes at the



• As the Railway Hotel stands sentinel at Bribbaree, CLF4/LZ3101/DC2206 arrive with 9359 empty grain to load on Tuesday 9 April 2013.
• Image by Brian Pycock

head of 1815 early on 21 March before running to Parkes. On this occasion RL301/8049/C510 returned to Forbes to work 8116.

On 19 March, 4911 arrived at Kelso as D877 from Lithgow. After new loco BRM002 was unloaded from a low-loader that had arrived from Bendigo the pair of locos departed from Lithgow as D878 the next day. CA04 for NCIG departed Clarence as CEY's 003/004/007/train/ B65/4904/4910 on 20 March. Earlier that morning 8131/DL45/AN7 arrived at Blayney working 9835 from Pt Kembla. 864/852 loaded 8815/16 from and to Dubbo at Coonamble on 21 March. 8816 formed 8114 to Botany that night with it passing Bullaburra behind VL351/ VL354/852/864 at 1320hrs the next day.

There was a meeting of BL class locos at Gulgong at 2315hrs on 22 March when BL27/ BL26 working Cobar bound 4835 crossed BL33 working 8428 from Broken Hill to Morandoo. Early on 23 March it was the turn of 8049/C510/ RL301/8044/8037 to arrive at Forbes at the head of 1815 before departing for Parkes.

LQ3122/DC2206/CLF4 loaded 9859/8958 to Inner Harbour at Parkes Sub Terminal on 26 March. With the addition of LZ3101 this was repeated at the Sub Terminal on 4 April. The following day 8136 domestic grain for Enfield departed Parkes behind G540/X51/48101/L270.

On 7 April, 8184/X52/8182/8101 arrived at Manildra working 9837 from Nowra with another quad combination, 8164/G526/DL42/8163 repeated this working five days later.

Narromine was a busy place at 1500hrs on 10 April with BL31/X48 loading 8834 for Manildra at the "mushroom" silo, 48144/ GPU1/48216 arriving with 8828 from Trangie to Parkes Sub Terminal with thirty-two NGVF wagons and at the other end of the yard 1427/ HL203/1107 were preparing to depart with



• Due to the track layout at Cunnigar, it requires train services to be operated in push-pull
• operation between Harden and Cunnigar. Here 48203/48214 top and tail 3322 empty grain
• between Harden and Cunnigar on Friday 5 April 2013.
• Image by Brian Pycock

8112 freight to Botany. It was interesting to watch the three locos turn on the triangle at Dubbo before 8112 freight continued its journey.

RL309/VL361 loaded 1817 from Minto via Lithgow/8118 box grain to Minto via Cootamundra at Parkes Sub Terminal on 11 April. 48163/L251/48122 arrived at Talbragar hauling nineteen Manildra Flour Mills owned MHGX wagons as 8831 on 11 April. After L251 was then detached the train departed for Gular to load canola for Manildra with L251 being attached in the lead to the return 8832 that evening. Later that night RL301/ RL310/864/8049 arrived at Dubbo at the head of 1813 freight from Sydney. 864 then combined with 872 before working 8815 to Coonamble the next morning. 1437/1440 off 8868 freight from Auscott's on the Warren

branch ran from Dubbo to Gilgandra on 13 April to assist 8816 freight which arrived back at Dubbo late that evening.

Although usually being noted with a solo loco 4853 containerised cement from Kooragang arrived at Gulgong behind 442s6/4703/C505/48s34/48s31 at 1730hrs on 21 April. After the crew had their eight hour break the train continued to Dubbo as 8853 the next morning with all but 4703 later departing for Parkes. 4703 returned to Gulgong working 8854 that afternoon and 8454 on to Kooragang on 23 April. This was the first time the new timetable was used, including the crew having rest breaks in both directions. C506 arrived at Dubbo from Parkes enroute to Gulgong leading the next 8854 with 4703, on 26 April, and onto Kooragang as 8454 the next day.

After 4835 empty ore from Morandoo arrived at Narromine behind BL33/ L270/48162/ 48213/BL27 on 27 April the second loco was detached and stowed in the "mushroom" grain siding before the train departed to Cobar. The following day 8833 empty grain from Parkes arrived at Narromine to load behind L251/48132/48101 with L270 being attached to 8834 grain to return to Parkes that evening. On 29 April, VL353/ VL360 were noted stabled in the Graincorp siding at Mungeribar with an empty container rake. The train departed as 8881 to Trangie the following day, loading at Tamlee en-route and then reversing to form 8182 freight to Botany.

On 30 April, 8177/48138/X45 loaded 1535/5136 domestic grain for Enfield at Neverire and 4910/4904/4917/4911 unloaded rails from 5878 from Werris Creek between the Auscott's and Namoi Cotton facility on the Warren branch. The train was stabled out



• Descending the grade between Morrison's Hill and Jindalee north of Cootamundra, C502/C508/VL352
• haul 9391 empty grain on Friday 22 February 2013. C502/C508 have since been dehiired by El Zorro.
• Image by Darryn Fladrich

there overnight before unloading again the next morning before departing empty to Chullora as 8178 that afternoon. After 4814/869 loaded 8815 from Dubbo at Coonamble the return 8816 headed south with RL304/8044 being attached at Gilgandra en-route. With all four locos now working 8114 freight to Botany from Dubbo RL304 had major problems at Raglan around 0200hrs the next morning, with a seized pinion plus major skidded wheels. The train was terminated and it wasn't until around 2240hrs on 2 May when relief in the guise of C504/C510 arrived at Raglan from Parkes to haul the train to Botany, sans RL304. The return 1813 arrived back at Dubbo on 4 May behind C510/C504/48s28/869/8044. Another sighting on 30 April was 8138/8050 departing Manildra working 8138 freight to Enfield. From this day it became the norm for 4853 cement service normally 4703 to stable overnight at Merrygoen. The train continues to Fletcher's near Dubbo the next morning as 8853 before returning back to Gulgong as 8854 that afternoon. After another crew break the train departed to Newcastle the next day.

L251/L270 loaded 8835/36 for Manildra at Euabalong West on 1 May. To commence a ballast program in the south of the state T363/T385/T381 departed Lithgow with the JHR ballast rake as 7877 to Orange that evening.

With the train now reversed it departed for Temora as 8377 the next morning. Around 1015hrs that morning an interesting cross took place at Peak Hill when L251/48161/48216 working 8833 empty grain from Parkes to Coonamble crossed X48/48160/48152/48101 leading 8838 grain from Coonamble to Parkes. Late that afternoon 8049/442s6/442s5/852/ RL306 departed Forbes leading 8116 freight to Forbes.

VL358/VL362/1434/1437 passed Bullaburra working 8164 freight from Fletcher's to Botany at 0125hrs on 3 May. Two "firsts" occurred in the district around this time with 2XG1 service arriving at the SCT depot at Goobang Jct behind SCT005/CSR006 on 6 May. This is the first visit of a member of the CSR class in NSW. It returned westwards as D551 L.E to Broken Hill at 1100hrs on 8 May.

The other "first" occurred on 7 May when C504/C510 ran as D885 from Dubbo to Gilgandra to assist 869/48s28 working 8114 freight from Coonamble, with these two "little" locos being detached at Dubbo before 8114 freight continued to Botany that night. 8116 freight for Botany departed Forbes behind 442s5/8049/442s6/603 that day.

The unusually marshalled combination of 4814/1107/RL309 departed Narromine working 8112 freight to Botany on 8 May, with

the lead loco later being detached at Dubbo. 4814/4816 departed Dubbo working 8815 freight to Coonamble the next morning. Due to track-work between Parkes and Peak Hill 8837 empty grain from Manildra to Nyngan with 48101/48152/L251 ran via Orange East Fork and Dubbo that morning.

NORTH-WESTERN REPORT

Late on 16 March, 8167/G526/X36/ 48138 arrived at Werris Creek leading 1535 empty grain from Enfield. Earlier that day VL356/VL351 arrived at Narrabri West as D451 from Newcastle and after attaching to VL362 and RL304 all four locos departed for Botany with 5112 freight the following afternoon. Again on 16 March, 4503/48104/48161/48119 ran as D553 from Werris Creek to Premier to attach a rake of empty grain wagons and haul them to Bellata as 5523, with some wagons being detached at Narrabri West en-route. After both sets of wagons were loaded the next day and amalgamated the four locos and train departed back to Werris Creek as 5428 grain early on 18 March.

After 8141/8101 loaded 2533 at Spring Ridge on 18 March the return 5234 grain to Moss Vale departed Werris Creek that night behind 8126/8141/4854/BL30. After concrete sleepers were unloaded in the Boggabri area on both 19 and 20 March from 5M41/42



• With Mount Canobolas in the background, 8164/G526/DL42/8163 haul 9837 service to Manildra for reloading at the Manildra Group's facility on Friday 12 April 2013.
• Image by Brian Pycock



• A shaft of sunlight illuminates L270/L251 as they haul 8836 grain from Euabalong West to Manildra seen here just east of Condobolin on Wednesday 1 May 2013.
• Image by Rick Coles

and 5M43/44 from and to Werris Creek by 8163/8167 the now empty train departed for Grafton as 5621 on the second night after the latter loco had been replaced by 8179. After 8163/8179 arrived back at Werris Creek with the now loaded 6524 early on 26 March the two locos unloaded the sleepers in the Boggabri area. The two trains ran as 5M41/42 that day and 5M43/44 the next days before locos and empty train again departed for Grafton as 5621.

From 19-21 March the Ardglen bank engines were noted as being TT105/ TT106. The middle unit on Gunnedah bound 9537 from Nowra on 21 March (8107/8169/G540) was detached at Werris Creek en-route. With the rear four locos being in different liveries 4531 empty grain departed Werris Creek for Boggabri and Gurley behind 8116/GPU1/48213/48103/48140 at 1140hrs on 21 March. Later that afternoon EL58/ EL53/EL51 departed Narrabri West working 5166 freight to Botany.

A trial using additional wagons was conducted on 22 March when 8241/8240 loaded 48 wagons instead of the previous 42 wagons with two 82 class locos at Narrabri Colliery to NCIG with the train later being banked up to Ardglen by TT08/ TT102. Late the following night 5428 grain departed Werris Creek for Carrington behind 8101/4503/48103. 4503 loaded 4527/5426 grain to Carrington at Premer on 25 March in company of 8176/8119. All three locos departed Werris Creek for Carrington early the

next morning before arriving back at Werris Creek leading 4527 empty grain that night, continuing to load at Premer on 27 March. After the lead loco was attached at Werris Creek 4523 empty grain for Narrabri West departed behind 8108/8116/4503/48158 on 7 April. 48209/48202/48158/4503 departed Narrabri West working 5428 grain to Werris Creek the next day. Again in the Denman area, 2815 ran noise level tests in the loop at Mangoola as D463/64 from and to the UGL plant in Newcastle on 10 April. 2815 was accompanied from and to UGL by 5003 and 5027.

RL309/VL361 stowed 1513 empty box grain from Minto in the extended loop at Werris Creek from 13 April for two days before the train continued to Moree to load as 5513. Also on 13 April, 8113/X45 departed Werris Creek working 1535 empty grain to Moree. After 8113 was replaced by 8105 at Werris Creek early the next morning the return 5136 grain to Enfield departed with X45 leading. Seven days later X47/G540 departed Werris Creek working 5136 grain to Enfield. 4523 empty grain from Carrington arrived at Muswellbrook behind 48202/48158/ 8137 on 15 March. After the lead two locos were detached they were later attached to the following forty wagon 6524 concrete sleepers from Grafton to assist it to Werris Creek.

To commence a series of ballast trains operating from Emerald Hill in connection with the re-sleeping of the line north from the Gunnedah

balloon loop as far as the junction for the Narrabri coal balloon loop B65/B61 arrived with nine ADFF ballast wagons and an ADPF plough van as 5M43 from Carrington on 16 April. GM27/ S317 arrived at Gunnedah with more ballast wagons and another ADPF from a project on the Ulan line as 5M21 early on 19 April, with B65 departing that evening as D478 to Cardiff. This, of course, left B61, GM27 and S317 to work as required (in push/pull mode) over the period of the program, well into May, at least.

On 18 April, VL358/VL351/1433 arrived at Werris Creek light engine from Newcastle, with the rear two locos being noted stabled at Gunnedah the next day. Also stabled at Gunnedah on 19 April and no doubt caused by missing the ballast shutdown was 1565 from Cooks River to Narrabri West with 1428/1432/1445/ EL53. Also on this day 1581 from Botany arrived at Wee Waa behind GL111/GL112/VL353.

4911/4917/4904/4910 arrived at Narrabri West hauling the two empty Robel railsets from Chullora as 1577 on 26 April. The train continued to Garah the next morning as 5577 to load rails with the loaded train departing for Werris Creek as 5578 early on 29 April. After being stabled in the Sub Terminal 5877 departed for the Warren branch early the next morning. Another train missed the shutdown at Gunnedah, this time it was the 1104/VL361/1108 led 1511 freight from Botany to Narrabri West

on 4 May. 8178/8175/48138/48122/8138 arrived at Werris Creek at the head of 9537 service from Nowra to Gunnedah on 6 May. Later that day 8176 failed on 4523 empty grain from Carrington and was detached at Singleton leaving G519 to soldier on solo. Some hours later G519 also failed, between Braefield and Quirindi. The bank locos already at Murrurundi, TT07/TT124 to assist 6524 concrete sleepers so they were then sent to the rear of 4523 to push it out of the section, whilst 8127/8131 ran from Werris Creek to Quirindi to haul 4523 to Nyngan with G519 being detached at Werris Creek en-route. The bank engines returned to Murrurundi for the rostered job, to assist 8129/8179 with 6524 from Grafton to Werris Creek as far as Willow Tree.

NEWCASTLE & NORTH COAST REPORT

On 16 March two empty coal services were noted with unusual loco combinations, with 8252/8227/9031/9203 working one and 9018/8201/9027/ 8251 working another. 1106/1108 departed Carrington working Cobar bound 4847 empty ore on 17 March whilst in the opposite direction 8454 empty cement from Dubbo arrived at Carrington behind 4703/RL307 after the rear loco had received attention at Parkes.

After TT123 had experienced earlier difficulties WH928 from Gunnedah arrived at NCIG behind TT109/TT123/WH002/ WH003 on 18 March. Around 1230hrs on this day 48119/48104/48161/ 4503 arrived at Carrington working 5428 grain from Werris Creek. Earlier that morning 5112 freight from Narrabri West arrived at Broadmeadow behind VL351/VL356/VL362/RL304. After VL362 was detached the train continued its journey but after VL351 developed problems GL109/ GL106 ran as D261 from Enfield to Wyong to assist the train to Botany.

2BM4 from Acacia Ridge to Melbourne was noted at Maitland behind NR46/ NR117/8112 on 19 March whilst the following day's 3BM4 was likewise noted, behind NR37/ DL50/NR59.

Also on 20 March, 4112 freight to Botany departed Carrington behind 1107/HL203/1104 and 4190 freight from Sandgate to Botany departed behind RL307/442s6/C505. VL362 was added to 4112 freight the next day.

BRM001 developed problems at Newstan after the arrival of NW451 empty coal from NCIG with G511/G513/C503 on 24 March. G511 was detached to haul BRM001 to Cardiff as D477 with G511/G514 running back to Newstan to work NW454 to NCIG. Also on this day a loaded coal service from the Hunter Valley was noted with

8226/8213/9016/9034/9212 on the point whilst in the grain department 4523 for Werris Creek departed Carrington behind 8159/DL46.

On 28 March, BL33/DL49 departed Morandoo working 4124 freight to Clyde whilst only five empty NPRF cement wagons were the load for BL27/8158/DL46/8166 on 4124 freight the following day. C509/ C505/RL307 arrived at Sandgate working 1491 freight from Botany on 29 March. 5422 grain from Werris Creek and the return 4523 were worked in and out of Carrington by 8103/8176/ 4503 on 1 April.

GM27/S317 arrived at Muswellbrook with a railset as 5M41 from Carrington on 2 April to unload the rails between Baerami and Denman on the Ulan branch. After the return 4M42 arrived back at Carrington two days later the two locos were replaced by 4701/4702 before the now empty railset departed for Lithgow as M802. 1106/1427/HL203 arrived at Kooragang working WS802 from Werris Creek on 7 April. GM27/S317 transferred another rake of PHTH wagons to Braemar as 4278 on 10 April, returning as 2478 the next day. Early that morning 1423 freight from Clyde arrived at Morandoo behind BL30/BL27/8150/L270. The rear loco was taken to Cardiff with BL30/8013 as D440 the next morning. 4523 empty grain for Werris Creek departed Carrington behind no less than 8127/8111/8139/8169/8131 on 11 April.



After being used in the Hunter Valley for upgrading works, M820 service conveying two ballast cleaners is hauled by GL112/GL111/GL102/VL360/VL353 as they pass over the Old Pacific Highway near Cowan on Saturday 16 March 2013.
Image by Graham Attenborough

On 14 April, B61/B65/44206/4701 arrived at Broadmeadow working M121 from Clyde, with the leading two locos being replaced by G513 before the train continued as 5M71 to Singleton to stable before continuing to the Ulan line the next day. 44204 was noted at Belford the next afternoon working M123/5M23 from Chullora to Mangoola on the Ulan line whilst GM27/S317 ran as DM21 from Broadmeadow to Carrington to work 5M21 that evening, also to Mangoola. Then on 16 April, B65/B61 ran as DM43 from Broadmeadow to Carrington to collect nine ADFF ballast wagons and one ADPF plough van to haul them to Emerald Hill as 5M43.

A series of trials were conducted in the Bundook-Craven area with selected container wagons after NR84/NR35 arrived at Taree with 1431 service from Chullora on 15 April. After the final trial reached Craven the train returned back to Chullora as 4138 that afternoon.

Bradford Kendall locos BK001 and BK002 ran noise level tests after GL111 ran from Broadmeadow as D481 to East Greta on 21 April to attach them and take them to Muswellbrook. GL111 was detached from D483 at Mangoola the next morning whilst the BK class locos continued to Yarrawa and return as D484. GL111 was attached before the locos arrived back at Muswellbrook to run further trials to Aberdeen and return on 23 April, on this occasion GL111 was detached and attached at Koolbury. After the completion of the trials the three locos returned to East Greta where the BKs were detached before GL111 continued to Broadmeadow.

The unusual combination of BL27/48213/48162/L270/BL33 departed



• In suburban Newcastle at Warabrook, DL46/DL49 haul 5422 grain from Werris Creek to Carrington on Friday 29 March 2013. These DL class has been cascaded from the PN coal division.
• Image by Peter Cousins

Morandoo working Cobar bound 4835 empty ore on 26 April. The final twelve PHTH wagons to receive warranty repairs at Braemar arrived at Broadmeadow as 2478 behind 44204/44206 on 29 April. 8250/8249 ran as D401 from Kooragang to Dartbrook on 1 May to retrieve thirty-nine NHPH coal wagons before returning to Pt Waratah as T402. The train departed for Braemar as BK41 the next day. Also on 1 May, 4NY3 for Pt Augusta departed Morandoo behind NR45/NR52/NR40/TT116, with the rear loco heading for frame repairs after a collision in the Hunter Valley mid last year. To exchange the Grafton shunt locos, BL30/48163 departed Morandoo working 4621 freight on 4 May with the

return 6422 freight arriving back at Morandoo behind BL30/48146 the next day. New gen-set locos 1201 and 1202 arrived at Carrington behind G533 as D952 from Pt Kembla early on 6 May with G533 heading to Junee at 1900hrs the following evening.

After 4112 freight departed Carrington behind 1105/1102 on 6 May, C507/1427 which had earlier arrived as D461 from Cardiff were attached at Broadmeadow for the run to Botany, although GL109 was later attached to the train at Hawkesbury River after running from Cooks River as D112 to assist. 4112 freight the next day was also unusual as after it departed Carrington behind 1105/1102/1427/GL109/C507 the leading three locos were replaced by RL310 at Broadmeadow for the run to Botany.

After an AK car tour arrived in Morandoo the previous afternoon NK81 headed for Muswellbrook as 8177/train/ 8164 the next morning. Then on 8 May, NK81 continued to Quipolly from where after reversing NK82 headed for Maitland.

LDP013 ran its light engine trial as D478/77 from Cardiff to Wyong and return on 7 May. S311/S300 arrived at Carrington as D272 the next day before returning back to Chullora and Goulburn hauling some wagons that night. Earlier that day 4NY3 departed Morandoo behind NR84/NR9/AN1 but AN1 was later placed in the lead at Broadmeadow for the run to Chullora.

With thanks to Don Allitt, Laurie Anderson, Graham Attenborough, Bernie Baker, Wayne Coleman, Rick Coles, Peter Cousins, Ken Davis, Darrell Gainey, Peter Gambling, John Hourigan, Dave Oliver, Lawrence Ryan and Ivar Sorrasson.



• Approaching Warabrook, C503/G511/G514/BRM001 haul NW452 coal from Newstan to Kooragang Island on Friday 12 April 2013.
• Image by Peter Sweetten



• Dawn breaks over 4703 working 8853 cement at Merrygoen on Wednesday 1 May 2013. This service continues to operate spasmodically.
• Image by Paul Vanderstelt



• Over several days in late April, Southern Shorthaul Railroad operated a rail recovery train that conveyed second-hand rail from Garah in the far north-west of the state to Warren in the west. On Friday 26 April 2013, the positioning move from Chullora, running as 1577, was captured at Belford behind 4911/4917/4904/4910.
• Image by Peter Attenborough

Victoria



• Normally nocturnal on this part of the line, however due to late running, 9761 empty mineral sands is seen just north of Sheep Hills on Saturday 20 April 2013 hauled by 1872/S302/T333/TL152. At Warrackside, S302 was turned on the triangle and placed at the rear of the consist.
• Image by Gavin McLaughlan

FAR WESTERN REPORT

El Zorro continues to operate one of Cargill's grain rakes loading at either Dimboola or Graincorp's Marmalake terminal at Murtoa discharging at Portland, Geelong or the Grainco's terminal in Melbourne. On 14 March, C501/S302/L277 worked 7763 grain from Dimboola to Portland returning the following day with L277/C501. They loaded the following morning before departing for Portland later that day. After discharge on 17 March, 7762 empties departed for Maroona where the service was stabled and the locos returned to Portland.

After a short break, C501/L277/S302/S312 departed Portland hauling 7768 empty mineral sands late on 24 March with the two leading units detached at Maroona to pick up the previously stabled grain rake and haul it to Dimboola. After loading, C501/L277 departed with 7763 grain to North Geelong on 26 March. They were next noted working 7762 empties from Maroona on 13 April. The following day, they attached S312 at Murtoa whilst enroute to North Geelong. After

discharging, only the two GT26C units returned west to reload. On 17 April, they departed east for the Grainco sidings at Appleton Dock however issues with L277 necessitated 442s2 being sent L.E from South Dynon to Laverton Loop to assist. The following day, 442s2/C501 worked 7762 empties westbound to Dimboola. C501/442s2 then made two return trips to Melbourne as 7763/7762 over the proceeding days.

The mineral sands service between Hamilton and Hopetoun continued to operate spasmodically due to production issues. On 12 March, GM36/S302 were noted near Maroona hauling 7769 service to Hamilton whilst the service was next noted on 25 March when S312/S302 worked 9762 service through Warracknabeal. This pair continued to work the service till S312 was exchanged for T342/T333 on 13 April. On 14 April, T342/T333/S302 were noted passing through Beulah mid afternoon however issues with T342/S302 caused the service to be terminated at Warracknabeal. The following day, after temporary repairs were

affected, all three locos were noted arriving at Glenorchy where the train was shunted into the siding and the locos ran L.E to Portland for repairs. The service was noted climbing Stawell Bank on 17 April hauled by TL152/T333; it's been a long time since a TL class was on the mainline! This pair made another run to Hopetoun the following day with a reduced load. On 19 April, 7769 loaded worked through Stawell near sunset hauled by TL152/T333/S302/1872, these units returning to Hopetoun the following day however on arrival at Warrackside siding, the locos were rearranged and S302 turned on the triangle, one of the very few in Victoria. 9762/7769 service departed Hopetoun for the last time hauled by El Zorro power on 20 April at 1605hrs hauled by S302/T333/TL152/1872. Pacific National is believed to have been awarded the haulage contract by Iluka Resources.

WESTERN REPORT

On 16 March, G539/P20/X41/A81/XR551/XR553 departed North Geelong hauling 9121

grain empties to Berriwilllock, enroute the leading three units were detached to haul 9122 grain to North Geelong arriving near midnight. The rear three units arriving back into North Geelong on 18 March hauling 9122 grain. They then ran 9121 empties to Quambatook to load, returning into North Geelong on 20 March. After discharge, they formed 9123 empties to Dunolly. The following day, G539/X41/P20 worked 9125 empties to Ultima. On 1 April, X42 lead A78/G527 working 9122 grain from Quambatook whilst the following day, A78/X42/G527 were noted working 9128 grain from Berriwilllock. BL32/X42/A78 arrived North Geelong on 16 April working 9128 grain from Birchip AWB and after discharge, they departed working 9127 empties back to Birchip to reload. The following day, G539/P20/X39 were noted at Gheringhap working 9146 grain from Manangatang.

On the standard gauge, G528/8121 were noted at Inverleigh working 7736 grain from Nhill on 14 March whilst two days later, XR555/8173 worked 7738 grain also from Nhill through Inverleigh. On 22 March, XR559/G520/G528/8121 worked 7735 empties to Nhill when noted at Wingeel and four days later, 8173/XR558 were noted hauling 7787 empties to Marmalake. G520/XR559/G528 passed through Gheringhap on 14 April working 7735 empties to Nhill returning the following day, after discharge, they ran 7735 empties to Marmalake to load. On 25 April, 8173/8121 worked 7787 empties to Nhill when noted passing through Inverleigh,

returning two days later sans 8121 but with XR559 as 7788 grain.

NORTH EAST REPORT

A unusual visitor to the state in the form of HPC402, a former NSWGR railmotor now owned by the Rail Motor Society occurred on 13 March when it ran to Benalla from Albury reversed and ran to Oaklands and return before running to Seymour to stable for the night prior to returning to Albury the following morning. It is believed it was used for driver familiarisation in connection with a forthcoming tour in June.

During the reporting period, QUBE Logistics secured further loading from its Harefield NSW terminal necessitating an increase to six services per week between Harefield and Melbourne. On 21 March, GL107/G512 were noted working 5MC1 service northwards whilst a week later, a late running 4CM1 service was noted at Tallarook unusually led by T333/GL107/GL110, T333 having been attached at Seymour. This unit was detached at Somerton and ran L.E to SCT's Laverton depot to attach four passenger cars that had arrived from South Australia and forward them to Seymour for further storage. On 29 March, 44202/4814/4816/G512 were noted ascending the grade at Heathcote Junction hauling 6MC1 service whilst on 4 April, GL110/GL107/GL105 worked 5MC1 service northbound. Subsequent sightings include GL110/GL101 working 4MC1 service on 1 May and four days later, GL104/GL107/GL101/GL105 working 1MC1 service.

El Zorro continues to load grain at Cargill's Oaklands site or Grainco's Kengol site near The Rock. On 28 March, EL60/442s2/EL54 departed Oaklands hauling 5CM7 service whilst on 12 April, EL60/T387/8026/EL54 were noted hauling 6CM7 service to Appleton Dock. After discharge, all four units departed for Oaklands later that day. On 25 April, just prior to sunset, 5CM7 grain was noted near Donnybrook hauled by EL54/S312/45s1/8026 whilst on 1 May, G535/S312/EL54 worked 4MC7 empties to Oaklands.

Pacific National's Tocomwal services continue to operate thrice weekly with X43/X44/G525 being noted hauling 9306 service on 15 March whilst X43 was again noted working an extra 9304 service on 19 March with loading detached from 9306 service at Seymour the previous night. Later this day, 9305 service was hauled by XR552/X44/X43 whilst on 27 March, 9306 freight was hauled by X44/A81/XR553. Due to the failure of A79 working 9248 cement from Waurin Ponds to Somerton, XR553 was detached at Albion Loop to assist the service through to Somerton. After discharging, they conveyed the empties back to North Geelong with XR553 returning to Melbourne light engine.

The Leeton/Griffith service, _MC2/_CM3 still has some interesting combinations such as on 15 March, 6MC2 freight was hauled by NR55/DL43/G537 whilst on 26 March, 3MC2 freight was hauled by DL48/DL40/G536. On 5 April, DL48/DL40 worked 6MC2 freight whilst a week



Thundering over a dry creek bed near Glenorchy, GL104 hauls QUBE's 9721 service to Horsham on Tuesday 19 March 2013.
Image by Alan Holding



• Rounding a curve between Moe and Trafalgar, A79/A81 haul 9462 goods from Maryvale to Melbourne on Sunday 21 April 2013.
• Image by Jarle Dixon

later, DL41/DL43 worked 6MC2 freight. Finally on 1 May, 4MC2 freight was hauled by NR69/G536/NR80.

NORTHERN REPORT

At approximately 0100hrs on 5 April, BL32/P22/A78 hauling 9052 grain from Piangil derailed a number of grain wagons as well as several wheels on P22 near Pyramid Hill, the cause reported to be a track fault. The following day, an

N class ran L.E from Swan Hill to move a number of wagons clear of a level crossing that had been blocked then returned to Swan Hill L.E. After P22 was rerailed, BL32/P22/A78 hauled the leading portion to Bendigo, it being noted stabled there on 7 March. After the line was repaired, A78 ran L.E on 13 March to retrieve the rear of the service and return it to Bendigo, eight vehicles being detached at Tandarra enroute. Two days later, G527/BL32/A78/X42 worked 9053 empty

grain to Deniliquin whilst on 18 March, X41/P20/G539 worked 9055 grain empties also to Deniliquin and return.

METROPOLITAN / INTERURBAN REPORT

The introduction of a new carriage working diagram associated with the 28 April timetable change, saw the cessation of the A class in regular service. Fittingly it was A60 that arrived at Southern Cross Station at 0709hrs on Friday 26 April from Bacchus Marsh hauling the 0612hrs service. After a period of storage earlier this year, A60 was used the majority of the time during the last weeks of operation running the 1615hrs service to Bacchus Marsh returning with the 0612hrs service.

Early on 19 April, B80/T373 hauled a power van through Bacchus Marsh enroute to Ballarat to pick up an X'tropolis train and return it to Melbourne.

On 15 April, X39/P20/T400 were noted at Huntingdale working 9444 grain to Kensington after performing a runaround at Westall, whilst on 26 April, X49/A78/A81 were noted at South Kensington hauling 9461 Maryvale service awaiting a path and H1/X43 were noted enroute from Somerton to North Geelong with 9247 empty cement.

With thanks to Frank Hinde, Steve Molloy, Brad White, Peter Sweetten, David Langley, Tony Deppeler, David Campbell, Peter Martin, Graham Elliott and Chris Nuthall.



• Descending the grade between the former location of Deep Lead and Deep Lead Loop, C501/442s2 haul 7762 grain empties to Dimboola on Sunday 28 April 2013.
• Image by Steve Molloy



• Seen here at Henty Block Point, a crew change is preformed between the Warracknabeal crew and the Portland crew as S312/S302 await departure with 9762 mineral sands on Thursday 4 April 2013.
• Image by Graham Crichton



• Approaching Elmore, S303/G515 is beautifully framed as they work 9071 goods to Deniliquin on Friday 15 March 2013.
• Image by Steve Hall



Due to loco failures the previous night, the unusual sight of A71/A77/XR552 leading G527/G525 both dead attached is seen hauling 9140 goods from Merbein through Manor on Friday 8 March 2013. Regional Rail Link works near the rear of the service continue at a pace due to the dry weather.
Image by Tony Deppeler



Approaching Dockery's road south of Tallarook, 8026/T333/T342/EL60 haul 6MC7 grain empties to Oaklands on Friday 5 April 2013.
Image by Peter Sweetten



: Normally hauled by double GL class, 3MC1 QUBE service to Harefield is hauled by 44202/8037 as they approach Summerhill road between Craigieburn and Donnybrook on Tuesday 19 March 2013.
Image by Peter Sweetten



: About to crest the grade at Heathcote Junction, A79/A81 haul 9340 empty quarry service to Kilmore East on Friday 12 April 2013.
Image by Wayne Morris

Queensland



On Friday 29 March, 4165/4164, with 4114 mid train, work KA03 (82 wagons) towards the balloon junction at Abbot Point for unloading. During April, there were up to eleven consists running through to Abbot Point from the Newlands and Goonyella systems; eight for Aurizon and three for Pacific National. There are 24/4100 class locos currently based at Pring (4102-4109, 4111-4115, 4153, 4155-4157, 4159-4160, 4163-4167). 4154, 4158, and 4161 have been returned to Callemondah; 4158 and 4161 replacing the two locos destroyed in the Epala derailment. Image by Bruce Russell

CENTRAL REPORT

At Rockhampton, cab collision repairs (loadout shute damage) on 4102 have been completed, the loco heading north vehicle on 8273 on 8 March, arriving at Merinda the following day.

On 9 March, one of the remote locos on 9Z29 Rolleston to Gladstone Powerhouse coal (4024/4137; 4018/4101) shut down. 4018 was declared a failure and sixteen loaded wagons of the 98 wagon train were detached on the Up Road at Dingo. The wagons were attached on the next round trip by the consist, 9U21/9Z21, at Dingo early on 11 March.

A special ballast 0QB3 ran on the Moura line to Stirrat on 10 March, worked by 2501D/2258. It returned as 0GB4 from Stirrat. On 11 March, the Moura Line was returned to service after a second series of extreme rainfall events for 2013 shut the line down in late February. The first service to run was 9QK7 (4027/4036; 4031/4122) from Callemondah. This was followed by 9QL5 (4026/4005; 4132) from South Gladstone. From the Moura Mine end, 9PL4 Barney Point coal

(4014/4130; 4023/4028) departed the mine after being stowed there since a 25 February arrival. The other train stowed for the break was 9QL9 (4022/4127; 4006) at Stirrat, which arrived there on 26 February. It restarted as a 9WJ1 for Boundary Hill the next day.

In a very unusual movement, 2479D towed Railmotors 2032/2004 from Rockhampton to Jilalan as NJ01 on 11 March.

A hospital train, worked by 2183D/2275, departed Bluff as LDH9 with vehicles 3823, 3712 and 3733, attaching a pair of VCA wagons at Westwood (with no drawgear on one end) and 3526 and 3564 at Warren. The electric locos had been involved in subsequent consist re-arrangements as a result of pantograph damage to 3733 on 8 March at the Curragh loadout (ES77 Curragh to Stanwell coal (3840/3748; 3733).

On 12 March, 2264/2266 worked the first Origin Siding pipe train since 25 February, with 25/BCZYP as 6V01/6G02. The same day, WSE 45361, WSE 45353, WSE 45354 and WSE 31411, were attached to 6391

freight at Emerald, departing there for the leg into Rockhampton behind 2493H. It was a 38 wagon train departing there, including 3/PCUY of gypsum for Innisfail and five empty VGHM for Mackay. 2488H/2473D worked 8273 from Gladstone. 2828 replaced them at Rockhampton, with the PCUY's, VGHM's and WSE's ex 6391 being attached to continue north. These WSE wagons, previously stored at Emerald, were being sent to Townsville for inspection prior to entering Infrastructure use to replace several leaking WO tankers.

Aurizon announced another contract win, a new 10 year, performance-based coal haulage contract with Xstrata Coal on 14 March. The contract supports Xstrata's mine expansion at Rolleston on the Blackwater corridor in Queensland from the current 9.4 million tonnes per annum (mtpa) to 14.6 mtpa, commencing December 2014 and running until 30 September 2025. The Rolleston branch will be electrified as a result, and potential future tonnages could reach 20 mtpa. It is understood the 3300/3400 class will be examined for a

return to service as remote loco use.

2802 worked 8273 from Rockhampton on 15 March with 6 new VEBL/VEBS conversions on the lead. At Yukan, these were detached with 12 VSA/VCA wagons (with torsion box cracks) being attached for repairs for Townsville.

2481D/2493H worked 6W46 from Rockhampton on 16 March, running 24 hours earlier than normal, due to a 48 hour Blackwater network shutdown

On 23 March, 8308/8313 were in Rockhampton marshalling yard to recover NHGH wagons that had been stowed there. A further group were to be moved out on Monday 25 March, with two groups of up to 40/NHAH wagons being moved in on the next day. 8323/8326, 20/NHGH, 8305/8310, 80/NHGH worked a loaded service through Kabra on 24 March.

Glen Geddes nickel trains continue to operate mostly with 2170 class locos with a 2150 occasionally thrown in the mix. Over the March/April period, some of the locos were 2163D, 2171D, 2174D, 2189F, 2193F, 2201D, 2205D, 2213D and 2214D.

In late March, Origin Siding pipe trains were running 7 days a week, with 2264/2266 working the pipe service, 6V01/6G02, on 26 March. With 4011, and 4037 at Redbank, 4020 and 4128 destroyed and 4029, 4042 and 4043

stored, a shortage of diesel power in coal traffic has developed. As a result, 2275/2265/2252 were drafted back into Moura service, departing Gladstone on 9WL3 for Boundary Hill on 3 April. Return 9SL4 departed the mine for QAL. On 5 April, the Moura System was busy in the morning with 9WK1 Boundary Hill empties (4022/4127; 4031) between Stirrat and Clarke, 9FL8 Moura Mine coal (4026/4118; 4021) waiting at Clarke, 9QJ9 Moura Mine empties (4126/4131) crossing 9FL6 Moura Mine coal (4038/4007; 4023/4028) at Mount Rainbow, and 9SJ6 (4030/4008) loading at Boundary Hill. 2275/2265/2252 were unloading 9SL2 from Boundary Hill at QAL. 2252/2265/2258 worked a Baralaba service again, 9TJ7/9FJ8, on 10 April. The short burst of 2250 power in coal traffic appeared to end after 2265/2258/2275 departed Boundary Hill on 9SL4 for QAL on 16 April. This train stowed at Fry with the locos returning to Callemondah as LD94 on Wednesday, as 2265 would not start.

On 21 April, EM57 Gregory empties departed Callemondah, hauled by 3712/3705; 3733. This was the first of several inter-system loco transfers designed to exchange 3700 class from Callemondah with 3800 class from Jilalan, towards the use of only 3800 class in the ten Blackwater consists. After loading at Gregory, the train continued as EG59 to Hay Point.

The second transfer movement to Jilalan occurred on 28 April when EM01 Gregory empties departed Callemondah, worked by 3742/3759; 3738.

On 1 May, there were five all-3800 class consists operating in the Blackwater system, along with four all-3700 class consists in Goonyella. An all-3700 consist was operating in Blackwater (94 wagons), in preparation to make its move north. By 6 May, six 3 x 3800 consists were operating in the Blackwater system.

NORTHERN REPORT

1730 arrived in Mackay on 9 March, vehicle on 8273 to exchange with 1736 for shunting duties. 1736 departed vehicle on 8G16 on Monday, arriving in Rockhampton early Tuesday 12 March.

2357 departed Proserpine on 11 March with 6786 Warwick molasses, 20/VMO being the load (1200 tonnes). At Rockhampton, 1725D was added for the trip to Acacia Ridge. 2194F departed Julia Creek on 11 March with 24K for Lakes Creek as 62N3. At Richmond, a further 15K were attached for the same destination, and another 6K at Hughenden, building the train up to the 45K maximum. These days, a "K" is shorthand for a wagon load, being based on the original livestock wagons, the K Class.

On 12 March, 2829/2830 hauled 9E46 Yurbi empties from Townsville Jetty and 2814/2257



With Queensland Rail's 1752D under long term overhaul and 1751D only seeing infrequent yard use, an Aurizon 1720 has been working in Cairns on the Kuranda services. 1737, which had replaced 1738D earlier in 2012, was replaced on Friday 4 January 2013 by 1754D. On Sunday 31 March 2013, 1771D/1754D drift downhill with 3C65 through the suburb of Redlynch during the return from Kuranda to Freshwater and ultimately, Cairns. Sometime after February 2012, the "D" on the cab sides of the Buda-dji liveried locos was removed.
Image by Bruce Russell



• Cameby Downs to Port of Brisbane coal train 9819 is seen departing the Lockyer Valley township of Grantham behind locomotives 2320D and 2350D on Thursday 18 April 2013. At the time of this image, these two locomotives were the latest 2300D class locomotives to have been out-shopped from overhaul in the new colour scheme also complete with "Aurizon" decals.
• Image by Matt Green

departed Stuart with 6M54. The same day, RM 2032/2004 ran as 5V03/5W04 inspection from Jilalan to Dalrymple Bay and return, towed by 2479D. This was for a delegation from Mozambique. On 13 March, RM 2032 towing 2004 ran as N302 from Jilalan to Rockhampton.

2817/4013 arrived at Phosphate Hill on 13 March on 9T74 fertiliser empties to load 59 wagons. Further south, KA65 Lake Vermont to Abbot Point coal (4103/4164; 4114) crossed PN MT60 Tuition special at Eaglefield Creek on the NML. The PN train commenced at Armuna and was running several return trips between Pring and Moranbah North for tuition. It was reversing around the Moranbah North balloon to reverse direction.

2824 on 8279 failed at Rosella on 13 March, after crossing 8G16 there. 2189F/2195F, from a grain working, ran as LS78 from Mackay to Rosella, then worked the train to Townsville. 2195F is often found working the Taragoola limestone traffic in Gladstone. 2189F/2195F, were back on grain working on 16 March when they hauled an empty 42 wagon (VGH/VGK) train, 67G4, through Yukan for Mount McLaren.

2274 worked 6C55 from Townsville on 14 March with 25 wagons, including a WHW wheelset wagon for Portsmith, 3/PCUY of Winton gypsum were detached at Innisfail.

On 15 March, 2190D worked the eight vehicle 3M34 Inlander into Mount Isa, with the AGMS on the lead and MMV 1439 on the rear. MPCC 1430 was the power car. The same day, 2832 departed Stuart with 63N4 Lakes Creek Cattletrain, with 45K from Julia Creek and Hughenden. Meanwhile, at Cairns, 2193F/2203D had worked 8C49 into Portsmith, this pair having worked the train through from Brisbane.

On 18 March, 2190D/2158D hauled 9Q92 empty coke containers from Stuart to Bowen Cokeworks to load. 2818 worked 62N1 Cattletrain from Cloncurry with a big load of 52K for Dinmore (42) and Stuart (10) on 19 March. The same day, 2199F departed Stuart with 63N4 for Rockhampton, conveying 45K from Julia Creek for Lakes Creek.

3762/3706, with 3722/3732 mid-train departed Jilalan on 19 March on E234 empties for Goonyella. This was the first four header 3700 test train, with an increased consist size of 122 wagons. The intention is to run 124 with three 3700 class following proving. These locos, 3706/3762; 3722/3732, worked another 3700 test, E906, from Jilalan on 21 March for North Goonyella. It returned from there after loading as EV07.

KL55 Lake Vermont empties (4167/4166; 4108) went around the angle at Coppabella on 20 March, being followed down the line from

Wotonga by MK99 PN H82 tutor train heading for Nebo depot. This latter train had been running trips between Pring and Moranbah North during Tuesday and comprised an 83 class at both ends of the 10 wagons. New PN Bowen crews are being tutored.

On 24 March, commencing the next phase of 3700 testing, 3722/3762; 3732 hauled 124 wagons out of Jilalan as E214 for Goonyella. It returned from the mine as EG15. In total, four 4 header 3700 tests ran between 19 and 24 March, three to Goonyella and one to North Goonyella. PN are now operating two H82 consists in Goonyella to Newlands workings. On 24 March, MA93 was at Abbot Point with 8333/8332, 82/NHGH, 8301 unloading Riverside coal with following MA33 at North Goonyella Junction with 8322/8327, 82/NHGH, 8337, also ex Riverside.

9251 freight with 2813/2839, hauling forty GBZ/GDZ/GSZ zinc ore, ten empty fuel tankers, and 7/PCZY empty cement containers had a major derailment on the Mount Isa line at Mingela on 24 March, with 21 wagons of zinc concentrate derailed, 12 of which were on their side with product spilled. The line through Mingela was reopened early afternoon on 30 March.

On 5 April, 1730 ran LZ01 from Mackay to the Harbour, returning with 30/PCUM as LU02, for forwarding to Stuart for sugar pre-season cleaning.

On 23 April, 3712/3705; 3710 departed Jilalan with 120 wagons as E902 North Goonyella empties. This was the first of the 'all 3700' consists which will become the norm. It returned from North Goonyella as EV03.

On 24 April, 2201D ran as LQ68 from Stuart to Pioneer, then attached 15/VMO and MO empty molasses wagons for transfer to Carstairs Mill at Home Hill for the coming sugar season. 2830 was delayed at Wilmington on 8273 due to a significant fuel leak on 27 April. 2274/2270 were sent light engine from Pring as L275 for the recovery. The train resumed northbound led by 2274, 2270 and 2830. Both of the 2250s had come down from Townsville on 22 April (8G16) for inspection at Pring.

On 1 May, 2201D/2205D worked 9312 Glen Geddes nickel empties from Townsville, while 2176D/2163D followed with another consist as 9322, 15 hours later. This departed from Townsville Jetty and was 36/GN wagons. 3818/3830; 3817 departed Jilalan on 1 May on EM58 empties with 100 wagons for Gregory. This was the return of the second intersystem transfer to achieve the swap of 3700 and 3800 class. On 6 May, seven 3 x 3700 consists were operating in the Goonyella system, an increase of two over the weekend, which was achieved without an intersystem transfer. 3819 and 3820 were at Yukan, to head south as vehicles on 8G16.

SOUTHERN REPORT

2806 was ex E Inspection at Redbank on 13 March in fresh paint with Aurizon branding. Its first working was YD89 molasses empties from Acacia Ridge on 15 March with 20/VMO and six VG grain hoppers on the rear for Mackay. 2302 replaced it at Rockhampton. 2825 was ex E Inspection at Redbank on 2 May.

On 14 March, PN005 ran as L5P2 from Moolabin to Redbank Workshops for wheel attention, the first visit of one of this class here. It was outshopped from Redbank Shops on 16 March departing Redbank as L7P3 to Moolabin, 2331/2413D worked 6E84 molasses from Acacia Ridge to Warwick on 28 March, the locos returning as L687 to Toowoomba, leaving the wagons for unloading after Easter.

2480D/1736 worked 67C2 Holmview stock into Clapham on 4 April, splitting the 44 wagon train and continuing with 22 wagons to Holmview. After unloading, this portion returned as 6FS1 to Clapham, and hence light engine to Acacia Ridge as LF09. Meanwhile, 2353/1746D ran as LF09 from Acacia Ridge to Clapham, and worked the other 22 wagons as 6FS2 to Holmview.

2310D/2500D hauled 6696 from Acacia Ridge on 5 April for Toowoomba, with vehicles 2323, 1749 and 6 'new' VAMQ wagons joining West Moreton traffic. These were converted from the 13 surplus VFMQB wagons at Redbank, and were trialling a new anti-graffiti 'solution'.

On 9 April, 2492H/2413D hauled the 35 wagon 6825 Cotton train from Goondiwindi into Fisherman Islands; however, not a single container was on the train. The previous loaded train was on 21 February. On 11 April, 2492H/2413D again worked another 6825 from Goondiwindi into Fisherman Islands, with 35 empty container wagons. The outbound trip, 6H24 from Fisherman Islands on 9 April, did convey a trainload of empty containers for Namoi Cotton. On 12 April, 1732D worked 6787 empty molasses into Acacia Ridge, with vehicle 2176D and 14/VMO. 2176D then worked the wagons north as 6D89 for Proserpine. PN's 87P2 collided with a vehicle at high speed on Herman's Road level crossing Theebine to Curra section (near Gungalda, on the Gungalda Deviation) on 13 April in the evening. No persons were in the vehicle at time of incident, as the driver was reportedly answering a call of nature, but had left the handbrake off, causing it to roll away! The Commodore station wagon was propelled 40 metres down the track, and up to 4 metres into the air, totally destroying it. 87P2's locomotive PN002 had air leak damage, the train stopping 1km past the crossing. On 21 April, PN002 ran as LMP1 from Moolabin to Maryborough West for DEDIR repairs as a result of the level crossing collision.

2355 failed on P936 Sunlander (2355/1756) at Benaraby, on 17 April with 1756



• 2500D/1749 are perfectly reflected in the Condamine River at Warwick as they bring 06B5 empty ballast from the Wallangarra line across the ornate timber trestle on Sunday 28 April 2013.
• Image by Michael Fay



• Aurizon has contracted the Cairns Kuranda Steam Railway to shunt the QCL siding just south of Cairns station. Here 1105 which formally worked on the Emu Bay Railway in Tasmania hauls 7258 service, a number of flat wagons loaded with empty cement containers back to Aurizon's Portsmith yard on Sunday 24 March 2013.
• Image by Andrew Matt

used to power the train south. 2355 had replaced 2392 on the lead at Townsville the day before. With P936 losing time, Maryborough shunt loco 1758 was sent as LJ35 towards Bundaberg to assist. 1758 was added at Kinkuna, being placed behind 2355 which continued to be the driving platform. 2355/1758 worked 8355 from Acacia Ridge on 21 April. 2355 had been rectified at Redbank without too much trouble following its failure at Benaraby on P936.

On 1 May, 2211D/1725D worked 62N7 empty livestock from Acacia Ridge. 8345 and 8346, as L8P2, departed Moolabin on 2 May and travelled via the dual gauge to Fisherman Islands, returning as L7P1 (conveying 7135 and 7136) to Moolabin. The next day, PN special LGP7 (8346/8345 hauling 7136/7135) departed Moolabin and travelled via the dual gauge through South Brisbane, then via Normanby to Caboolture and then to Gladstone. The electrics were en route to Nebo depot for commissioning, arriving there on 4 May.

SOUTH-WESTERN REPORT

On 9 March, 2484H worked the ARHS Winelander from Roma Street at 07:10hrs, arriving at Wallangarra on time at 17:00hrs. It then returned to Stanthorpe as 3W89 to stable overnight. Consist was seven coaches (MBC 1457, MBSC 1477, MCC 1519, MDC 1463,

MBL 1509, MBL 1517 and MPC 1451).

2308/2358 hauled another 38 loaded grain wagons into Fisherman Islands (Whyte Island) on 15 March as 68T9 from Goondiwindi. On 21 March, 2331 (ex 2401D)/1723D (two former Bicentennial locos) worked 6E84 from Toowoomba to Warwick, after taking over the molasses train from 2392/1733 which worked it from Acacia Ridge.

On 9 April, 2359/2335 arrived at Toobeah as LH38, after running light engine from Toowoomba. They then took over 68T7 Thallon grain, replacing 2388/2358, as 2388 had failed with a major water leak the previous day. 68T7 departed Toobeah, detaching 2388/2358 at Goondiwindi on the way through.

2479D/2176D hauled 18/VMO of molasses from Acacia Ridge on 10 April for Warwick. Although 2176D is too heavy and not authorised for west of Corinda, the train, 6E84, continued to Toowoomba. After stowing overnight, 6E84 made to Clifton where 2176D and four wagons were detached. 2176D was attached on the return trip to Toowoomba.

WESTERN REPORT

On 8 March, 2331/2391 arrived at Roma on 6R02 grain empties from Toowoomba to load. 2335/2371 worked 6D92 empty grain wagons from Toowoomba to Dalby to load on 11 March.

2391/2390 hauled 19 empty grain wagons from Toowoomba to Malu as 6D88, followed by 2333D with the other 19 as 6D90, departing Toowoomba on 12 March. The first portion returned as 6689, the second as 6891. Both were combined in Toowoomba, 6891 departing there the next day with 2391/2390 after an overnight stay.

2335/2323 worked 38 grain wagons as 6P60 from Toowoomba to Brookstead on 15 March to load. Return 68P1 stalled on the Pittsworth to Wyreema section but eventually made it to Toowoomba where 2389/2338 were substituted. A third grain rake was being worked by 2390/2391 as 6891 from Malu. The second rake was unloading at Fisherman Islands.

2389/2338 worked 6R12 empty grain wagons from Toowoomba to Roma on 19 March, using the old fuel train number. The next day, 2390/2391 worked 6R02 grain empties from Toowoomba to Miles. Meanwhile, 2338/2389 was passing through Helidon, working the last leg of 6813 Roma grain (ex 6R12) to Fisherman Islands.

On 9 April, 2391/2363 hauled 38 grain wagons from Toowoomba to Brookstead to load as 6P60.

2358/2335 worked 38 empty grain wagons from Toowoomba to Dalby as 6D92 to load grain at Dalby West on 18 April.



Departing from Warwick over the Condamine River, 1725/2357 haul 6787 empty molasses to Acacia Ridge on Thursday 14 March 2013 prior to the wagons returning to the sugar mills in the north for reloading.
Image by Nathan Burnett



About one hour into its 36 hour journey from Acacia Ridge to Cairns, Aurizon freight service YC77 is seen here just south of Morayfield, Brisbane being worked by Goninan-GE 2807 on Saturday 27 April 2013.
Image by Matt Green

South Australia



• Grinding upgrade from Wirrappa, GML10/8030 haul 8M21 ballast to Tarcoola on Tuesday 19 March 2013.
• Image by Jason Mayer

SOUTHERN REPORT

During late March, GWA operated a couple of grain services to Dimboola. 2AK1 departed Dry Creek on 18 March with GM42/ALF19/CLP8/GM45/2214. The rear two units were detached at Taillem Bend enroute and the train returned as 3KA2. The next working 5AK1, departed Dry Creek on 21 March with CLP8/2216/2207/GWU003. All four units worked the train through to Dimboola and it returned the next day as 6KA2. Also on 21 March, extra SCT service 5AM9 departed Penfield with solo SCT013 hauling 16 vehicles. Included in the consist were four former SAR/Ritz Rail steel cars bound for their new owners, Steamrail Victoria and a private interest. The next morning, QRN service 5MP1 arrived at Pt. Adelaide hauled by 6026/6028/42107. Later that afternoon, 1351 empty Pinnaroo grain departed Dry Creek hauled by GM45/2214/FQ02/FQ04/SCT008. SCT008 was detached at Taillem Bend to bank 6MP9 SCT the following morning. Another Dimboola grain service, 7AK1 departed Dry Creek on 23 March with CLP17/2216/2207/GWU003 up front. The train returned as 1KA2 the following day.

On 28 March, 1283 Wolseley grain departed Dry Creek hauled by 2214/FQ04 with a crew car and 40 hoppers. Later that morning, 2PM5 departed Islington with NR110/NR88 hauling an empty consist. On arrival at Taillem Bend the consist was stabled in the yard allowing the two NRs to return to Islington as D180 light engine. That afternoon, 1351 Pinnaroo grain departed Dry Creek hauled by CLF6/CLP8/GWU003/GM40/2212/2216. The front three locomotives were detached at Taillem Bend and GWU003 was later added to 2184 Wolseley grain later that evening. Due to the failure of NR100 in Victoria, 5MA3 arrived at Taillem Bend on 29 March with NR57 long end leading NR100 and XRB561. After attaching NR42 to the lead the train continued to Adelaide. On 31 March, QRN service 6PM1 departed Adelaide with 6021/6025/6027/G516 up front. The morning of 1 April was busy for GWA grain services. 1251 empty Keith departed Dry Creek hauled by CLP8/2216/2212/GM40/CLP8 while 2152 loaded Keith came in with GWU003/CLP14/GWU009 up front. 1283 Wolseley then departed Dry Creek hauled by GM37/2214/FQ01/FQ04.

Extra QRN services, 3AM6 departed Pt. Adelaide on 2 April hauled by 6028/6003/42107/6004. 6004 was detached at Taillem Bend for a return working. The AK cars departed Keswick on 4 April bound for Taillem Bend hauled by 2212/2210. The next morning, 3PW4 departed Islington hauled by NR119/NR51/NR9/T371. The T was returning to Victoria after a short stint as a shunter in Broken Hill. Later that day, 2210 and 2212 top and tailed the AK cars for the run from Taillem Bend to Loxton and return. 2212 then hauled the AK cars to Pinnaroo the following day. On 5 April, NR44 departed Islington light engine bound for Taillem Bend. After attaching some wagons stored in the yard it continued to Melbourne as 2PM5. After the branch line stint out of Taillem Bend, the AK cars departed for Murtoa on 7 April hauled by 2210. That same evening, 2182 loaded Taillem Bend grain departed with GWU002/ALF23/CLP8/GWU009/2212 and 50 hoppers.

Pacific National service 4AM3, departed Pt. Adelaide on 11 April hauled by NR82/XRB562/XRB561/NR8. Due to locomotive problems in Victoria, 6MP9 arrived at Taillem Bend on 13 April hauled by SCT015/

SCT002/SCT003. It was met by light engine SCT014 which had come from Penfield to assist the train. The next day, 1251 Keith grain departed Dry Creek hauled by FQ04/GWU009/CLP8/GWU003 with 50 hoppers. The return movement, 2152 was enroute to Adelaide when it encountered locomotive problems near Petwood. Light engines CLP14/FQ02 were sent from Dry Creek to assist the train to Adelaide. Late in the afternoon on 16 April, 701/705 hauled crew car ADFY6 as train 1311 bound for Karoonda. After attaching 40 hoppers at Tailem Bend the train continued. The return movement, 3112 attached GWU001/ALF23 off an earlier grain service which had terminated at Tailem Bend and continued to Adelaide.

On 17 April, 1341 Loxton grain departed Dry Creek hauled by ALF19/2212. At Tailem Bend the ALF was detached and GM45/2207 attached before the train continued. Also later that same morning, QRN service 3MP1 arrived in Dry Creek hauled by 6023/6003/2809/2210. 2210 was returning from AK car duties in NSW. 3MP1 was later followed by 3MP7 which arrived at Islington hauled by NR34/9307/DL48. That night, 4AM5 departed Islington hauled by NR63/9307/

DL48/AN3. 1351 Pinnaroo grain departed Dry Creek on 18 April hauled by FQ04/701/GM46/GM40/705. The trailing four engines continued with the train from Tailem Bend to Pinnaroo. The same consist but with a slight change worked 1281/2182 Tailem Bend grain the next day. This time FQ04/GM46/GM40/705/CLF5 performed the honours. A rare visitor to the Adelaide hills occurred on 26 April when 3PW4 departed Islington hauled by NR41/NR2/8039. The Alco was detached at Tailem Bend and used to bank 5MP5 back to Islington with NR71/NR17. Also that same morning, 1283 Wolseley grain was worked by GWU009/GM40/705/GM45/CLP8.

Loaded grain service, 3152 ex Pinnaroo was enroute to Adelaide on 28 April when it was held at Mt. Barker Jct after a loco failure. The train was hauled by FQ02/2207/GM42/2212. Light engines CLP8/GWA005/FQ04 were sent from Dry Creek to assist the train to Adelaide. The next day, 1251 Keith grain departed Dry Creek hauled by ALF20/2210/ALF22/FQ02 and was later followed by 1341 Loxton with GM37/GM42/2207/GWU001. On 6 May, 1251 Tailem Bend grain was worked by CLF6/CLP8/GWU002.

NORTHERN REPORT

On 18 March, VL357/FL220/442s5 departed Mile End with an empty rail rake as train 4M41 bound for Spencer Jct. The next day, 1911 Oz Minerals service departed Dry Creek hauled by FQ02/FQ04/FQ01. This believed to be the first working of triple FQ's in South Australia and FQ01 was later detached at Spencer Jct. That night, 3XW4 departed Spencer Jct hauled by NR7/NR91/8229. The 82 was bound for the wheel lathe at Dry Creek. Light engines 442s5/FL220/VL357 departed Spencer Jct on 23 March as D583 bound for Broken Hill. In the early hours of 24 March, 6DA2 arrived in Spencer Jct hauled by GWU002/ALF20. It then attached FQ01/CLF6/2212, the CDCY Army crew car and a flatcar before continuing to Dry Creek. This was also the return to service of CLF6 after a 14 month rebuild at the Pt. Augusta Workshops following the Edith River derailment back in December 2011. It has also been repainted into the new GWA livery of the lighter orange with a yellow cowcatcher. 8229 returned back to Spencer Jct on 25 March when it departed Islington behind NR105/NR31 on 6WP2.

GWA grain service to Bowmans, 1451/4152 was worked by GM40/CLP8 on



Descending the 1 in 100 grade on Immarna Bank between Ooldea and Bates on the eastern extremity of the Nullabor, NR121/NR64 haul 6PM6 service from Perth to Melbourne on Sunday 24 March 2013.
Image by Brian Gamble

27 March. Later on the same afternoon, 9112 Oz Minerals service was enroute to Spencer Jct from Wirrida when one of its locomotives gave trouble. The train was being hauled by CLP17/FQ01 and attached GM46 for the run to Adelaide. That night, 4AD1 departed Islington hauled by FQ02/GWU007/GM37. The GM was detached at Spencer Jct to take GM46's place for the SCT shuttle the next day. 1531/5132 Jamestown grain was worked by ALF19/GM42 on 28 March. The same day also saw the AK cars arrive at Keswick from Broken Hill hauled by 2210. 6AD1 departed Islington on 29 March hauled by GWU007/ALF20 with 701/GWA006 dead attached behind the crew car. GWA006 was detached at Spencer Jct while 701 was heading to Darwin as a shunt loco to replace FJ105. On 3 April, 4YN2 departed Spencer Jct hauled by NR35/NR106/AN8. That night, 3NY3 arrived in Spencer Jct hauled by NR119/T371. The T was attached in Broken Hill after a stint as a shunter and was returning to Victoria. The T class was forwarded to Adelaide the next day on 3PW4 behind NR119/NR51/NR9.

On 4 and 5 April, the Leigh Creek coalie was worked by V544/XRB560/8229/8249. Also during early April, the Balco service was worked by 8122. PN service 7YN2 departed

Spencer Jct on 6 April hauled by NR63/NR111/8007. 8007 was heading to Broken Hill to take up the shunting role which T371 had held. That afternoon, 7AD1 departed Islington with GWU009/CLP16 hauling 2216 dead attached behind the crew car. 2216 was heading to Darwin to replace 701. The next morning, 6DA2 arrived at Islington with GWU004/ALF22 hauling 701 dead attached behind the crew car. On 9 April, 1PM9 SCT arrived in Spencer Jct hauled by SCT004/SCT010. After attaching SCT006 the train continued to Penfield. Also included in the consist was freshly refurbished GWA crew car ADFY6 returning from Gemco in Perth. This was former GWA crew car JRA6. That same afternoon, 2MP1 departed Pt. Adelaide hauled by LDP003/LDP004..

On 10 April, GM42 hauled a short consist of GWA owned ballast hoppers from Spencer Jct to Stirling North yard before returning light engine to Spencer Jct. The hoppers were being used for track upgrading during the six month shutdown of the power station. Late that evening, 3NY3 arrived in Spencer Jct hauled by NR109/NR31/VL355. The VL was forwarded to Islington the next day behind NR86 on 5XA7. A rare visitor to Adelaide occurred on 11 April when 3PM1 arrived at Pt. Adelaide behind 6024/LZ3103. It promptly

returned back to WA the next day behind 6027 on 5MP1. 6DA2 departed Darwin on 12 April with GWU005/ALF20 hauling FJ105 dead attached behind the crew car. At Alice Springs, FJ105 was swapped with FJ104 allowing the latter to be hauled to Dry Creek for servicing. On 13 April, 6NY3 arrived in Spencer Jct hauled by NR58/NR53/8039. 8039 was forwarded to Adelaide the next afternoon behind NR100/NR88 on 6PM6. The last Leigh Creek coalie for approximately six months worked on 14 April behind 8229/XRB560/8249.

SCT service 3GX1 arrived in Spencer Jct on 17 April hauled by SCT014/T414. The two locomotives were then attached to 9102 ore service hauled by CSR010/CSR008/CSR003 for the journey to Penfield. The same day saw 4YN2 depart Spencer Jct hauled by NR19/NR104/8249. GWA service 4DA2 arrived in Spencer Jct the next day hauled by FQ03/CLP16 and attached GWA004 before continuing to Adelaide. On 21 April, 7SP3 arrived in Spencer Jct hauled by NR36/NR115/AN1/EL61. The EL was forwarded to Islington the next day behind NR101/NR22 on 2XW4. 1911 Oz Minerals departed Dry Creek on 23 April behind ALF19/FQ03 with GWA004 dead attached behind the crew car. It was later detached at Spencer Jct. The



• Stretched around the big curve west of Callington, GWU003/2207/2216/CLP8 haul 6KA2 grain from Dimboola to Port Adelaide on Friday 22 March 2013.
• Image by Greg O'Brien



• Returning from Pinnaroo, AK82 test train is hauled by 2212 as it nears Millars Siding on Saturday 6 April 2013.
• Image by David Castle

return service 9112, attached GWA005 at Spencer Jct enroute to Adelaide.

South Australia saw a new visitor on 25 April when the RTM Southern Aurora consist made an appearance. 4520/4306 hauled the 11 car consist from Broken Hill to Peterborough as 6L65. The train stabled there with passengers being taken by bus to the Flinders Ranges. On 27 April the train went from Peterborough to Pt. Augusta as 6L65 before heading back to NSW that night as 6L64. The April 27 also saw 6MP9 SCT depart Penfield hauled by SCT003/SCT009 but the train had problems by Redhill. Light engines SCT013/SCT011 were sent from Penfield to assist. SCT013/SCT009 continued west allowing the other two to return to Penfield. 2AD1 departed Islington on 29 April hauled by GWU004/CLP17. By the time Long Plains was reached CLP17 became a total failure. Light engines CLP8/FQ04 were sent from Dry Creek and the two CLPs swapped places allowing 2AD1 to continue. FQ04 then hauled CLP17 back to Dry Creek. On 1 May, 8122 finished its duties on the Balco after spending most of the month on the service. It did occasionally work with GL108 during trials to sort out problems with the latter unit.

On 2 May, 4NY3 arrived in Spencer Jct with NR45/NR40 hauling TT116. The TT was forwarded to Pt. Augusta Workshops for collision repairs. Also that same night, RL301 arrived at the same location as D882

light engine from Broken Hill. The RL then joined 8030 on the ARTC work trains while GML10 receive attention at the Pt. Augusta Workshops. 4PW4 arrived in Spencer Jct on 3 May behind NR86/8033. 8033 was returning from it shunting duties in Perth for

repairs at the Pt. Augusta Workshops. The next day, 1561 Bemax service departed Pt. Adelaide behind NR82/NR111/8039. 8039 was heading to Broken Hill to replace 8007 as the shunter. That night, 6NY3 arrived in Spencer Jct with NR30/NR115/AN4/8007. 8007 was forwarded to Adelaide the next day on 6PM6 behind NR115/NR30. SCT shuttle service 1473, departed Penfield on 5 May hauled by GM40/SCT011/CSR006 bound for Spencer Jct. The next morning, 2XG1 departed Spencer Jct behind SCT005/CSR006.

EYRE PENINSULA WORKINGS

The first four of GWA's new GWN class have arrived in Whyalla. They were sent by road from Downer EDI at Maryborough QLD where they were built. The arrival dates of the first four were; GWN001 19 March, GWN002 27 March, GWN003 11 April and GWN004 23 April. GWN005 had not been delivered at the time of writing. They started conducting trials on 17 April out to Iron Knob with GWN001/GWN002 before they started being pressed into normal service by the end of April.

On 11 April, 1604 suffered major cab damage in a shunting accident at Cummins. After being hauled back to Pt. Lincoln, it was later sent by road to the Pt. Augusta Workshops on 29 April for repairs.

Thanks to Todd Hutchison, Damien Butler, David Arnold, Greg O'Brien, Dave Castle, Peter Donaghy and Trevor Briggs.



• Climbing the grade between Callington and Petwood in the eastern Adelaide Hills, FQ04/FQ02/701/2214 haul 3152 grain from Pinnaroo on Sunday 3 March 2013.
• Image by David Castle



• Due to the failure of CSR006/CSR004, 9104 ore from Rankin Dam is worked by CSR008/CSR006/CSR004/CSR005/SCT013 as they drop downgrade towards Yorkey's Crossing on Tuesday 19 March 2013.
 • Image by Brian Gamble



• Set against the Flinders Ranges near Nectar Brook, NR119/NR51/NR9/T371 (dead) haul 3PW4 service to Adelaide on Thursday 4 April 2013. Former V/Line unit T371 was returning from Broken Hill to Adelaide.
 • Image by Damien Butler



• Early evening sees 904/CK4/1303 returning to Whyalla hauling a loaded ore service east of Middleback Junction on Thursday 25 April 2013.
• Image by Bob Grant



• Approaching Coonamia near Port Pirie, 9102 ore is hauled by CSR010/CSR008/CSR003/T414/SCT014 on Wednesday 17 April 2013. T414 was enroute from Parkes to Adelaide after use at SCT's Parkes depot.
• Image by Andrew Rosenbauer

Western Australia



• With the Indian Ocean in the background, CBH003/CBH009 arrive at the Port of Geraldton with a loaded grain on Sunday 24 March 2013.
 • Image by Phil Melling

ALBANY REPORT

Train operations around the Albany area have been limited to the two grain sets and a reduced woodchip train operation running with a P class on each end with P2508, P2509 and P2511 sharing the duties. The two grain sets were being hauled by CBH013/CBH015 and CBH005/CBH012 respectively. CBH012, CBH013 and CBH015 represent half of the heavier narrow gauge CBH loco fleet.

GERALDTON REPORT

On the morning of Saturday 23 February 2013 the mineral sands train from Eneabba was noted being unloaded by P2512 at Narngulu. P2512 ran a further return trip to Eneabba that night effectively closing another chapter in the mineral sands train operation. The train was resurrected in 2012 after the mine was again reopened; the train has now stopped following the mine's closure again. Only time will tell if the "sands" will return.

Train operations in the Geraldton District were quite busy during the reporting period with the following operations forming the backbone of workings:

- 4x100 wagon iron ore sets for Karara Mining Ltd;
- 2x90 wagon iron ore sets for Mount Gibson Mining (Perenjori);
- 2x60 wagon iron ore sets for Mount Gibson Mining (Ruvidini near Mullewa);
- 2xCBH/Watco grain sets.

Throw in a few ballast and rail trains operated by QUBE to add to the variety. The locomotives used in the area include: ACN, CBH, DAZ, DFZ, P, R and ZB classes.

Given the variety there are often a few interesting workings that occur depending on loco availability, failures and mine requirements. On 14 April 2013, DFZ2405/DFZ2401/DFZ2402 were noted on a loaded iron ore train ex Perenjori to Geraldton Port,

this was the first time for a while that three unmodified DFZ locos have been seen together on an ore train. On the same day QUBE's R1902 was seen loading rail just east of the Grants crossing loop and later at Bringo on the Mullewa line, before heading towards Morawa to discharge the rail. Also running on that day were CBH003/CBH009 on a loaded grain ex Perenjori to Geraldton Port. A day later, CBH008 was noted solo on loaded grain train at Narngulu crossing CBH009/CBH003 on an empty grain returning up the Mullewa line.

Tuesday 16 April 2013 provided another snapshot of current operations with P2503/P2501 on a loaded Ruvidini ore into Narngulu crossing ACN4171/ACN4169 and ACN4151 trailing an empty Karara ore to Aurizon's Narngulu East facility where the locos would be remarshalled/ fuelled. CBH003/CBH009 were also noted arriving on a loaded grain

into Geraldton Port. Later that day, DFZ2405/DFZ2401/DFZ2402 were unloading an iron ore train at Geraldton Port where they were joined by a Karara Mining loaded ore led by ACN4150/ACN4145 and DPU ACN4152.

On 27 April 2013, a journey from Geraldton Port through to Perenjori was made via Mullewa that yielded the following workings: CBH009/CBH003 on a grain train whilst P2513/P2507 were on a Ruvidini ore at Geraldton Port. At Narngulu CBH007/CBH008 were waiting on a loaded grain. On the Mullewa line, ACN4170/ACN4148 were leading another loaded Ruvidini ore at Bringo, the ACNs were running on this train due to an extra Perenjori ore being run. Monger, the first crossing loop south of Mullewa saw P2512/DFZ2407/DFZ2406 on loaded 7721 Perenjori ore crossing P2514/DFZ2405/P2502 on 7720 empty Perenjori ore heading south. At Koolanooka, south of Morawa, R1902 was on a railset discharging rail.

At Mount Gibson's Perenjori loading point, empty 7720 ore then arrived where it crossed DFZ2403/DFZ2401/DFZ2402 on 7763 loaded Karara ore. The triple DFZs were being used on a Karara set to cart ore from Mount Gibson's Perenjori operation to Karara's Geraldton unloader giving the unusual sight of the Karara ore cars running south of Tilley Junction. The triple DFZs later crossed

CBH009/CBH003 on an empty grain train at Bell crossing loop.

Sunday 28 April 2013 found another unusual working after P2512/DFZ2407/DFZ2406 failed near Tenindewa on a loaded iron ore and the locos were rescued by ACN4148/ACN4170 which were added to the front, giving a five loco consist. At Eradu, where the quin crossed an empty Karara train, and were then in turn overtaken by P2507/P2513 on a loaded Ruvidini iron ore. After the P class had left, remmarshalling occurred with ACN4148/P2512 detached and ACN4170/DFZ2407/DFZ2406 then hauling the train onto Narngulu, the ACN/ P returning light engine later from Eradu.

First thing on the morning of Saturday 4 May saw further action with ACN4145 leading an empty Karara ore with ACN4170/ACN4144 DPU on the rear departing the Port and then crossing P2507/P2501 loaded Ruvidini ore train at Narngulu. The two P class headed to Geraldton Port where they crossed CBH008/CBH007 on an empty grain train to Perenjori. The two CBH locos departed the Port and crossed CBH003/CBH009 on a loaded grain destined for the Port at Narngulu.

On Saturday afternoon DFZ2403/DFZ2401/DFZ2402 were hauling loaded 7763 iron ore ex Perenjori, which ran through Narngulu to the Port. P2502/DFZ2407/

P2510 then departed Narngulu on 7722 empty Perenjori ore and crossed DFZ2406/P2513 on loaded 7715 Ruvidini iron ore at Grants crossing loop.

KALGOORLIE REPORT

Our Kalgoorlie correspondent has also had a busy time and on Saturday 20 April 2013 saw 7C71 shunt train about to depart from West Kalgoorlie around 1330hrs with Q4003/Q4011 dead and Q4002, to cross 5MP9 at Parkeston. 7C71 was running 5-6 hours late due to the late arrival of 6025 ex Perth with these same three locos, following the failure of middle unit Q4011.

On Sunday 21 April, 6MP9 service with SCT002 in the lead failed to ascend Parkeston bank with the front loco dead, eventually setting back onto the main at Parkeston. 6MP1 arrived led by 6021 and another 6020 then proceeded to couple to the rear of 6MP9, to push the train over the hill to West Kalgoorlie.

On Anzac Day Thursday 25 April 2013 5414 empty iron ore train was observed south of Binduli with AC4303/ACB4404, and DPU AC4301/Q4005.

Two days later on Saturday 27 April, 6029 sulphur train for Malcolm (Leonora line) passed Kalgoorlie Station with Q4002/LZ3109, the load unusually included five anhydrous



• Climbing through the foothills near Bringo east of Geraldton, P2514/P2503 work an empty ore service to the mines for reloading on Sunday 24 March 2013.
• Image by Phil Melling



Enroute to Kwinana to discharge its load of iron ore from Koolyanobbing, LZ3103/Q4003 work 2034 service through Thornlie on Monday April 2013.
Image by Jim Bisdee

ammonia tanks; three is the norm with a total load of 38 wagons. Hot on 6029's heels was 6PS7, behind NR81/NR92/NR39. 5SP5 was waiting at Parkeston for the cross. 6PM7 was on approach to West Kalgoorlie and 7C71 with Q4011/ACB4406/ALZ3208 was waiting at West Kalgoorlie to follow PM7 to Parkeston once SP5 had run over the hill. Saturday mornings can be quite hectic for several hours!

On Sunday 28 April just before noon, 1BK3 empty ballast arrived at Hampton with LZ3107 returning from duties on the line towards Perth, for the loco to run around and haul the wagons back towards Binduli before pushing them into the ballast siding.

Following the arrival of the empty ballast, 1414 empty ore departed Hampton for Koolyanobbing with Q4015/AC4303 on the front and Q4017/Q4006 DPU.

On Saturday 4 May ACC6032/ACB4406 were noted arriving with 6025 freight from Perth, as is the usual procedure, the locos and lime/cement wagons cut off and shunted to another road to await a path to Parkeston as 7C71 while the rest of 6025 was broken up and shuffled off to various parts of the yard by LZ3107.

The workings of 7C71 are worth recounting, on this particular day, 7C71 had to wait for 6PS7 followed by 6PM7 to run to Parkeston, then 5SP5 to come the other way. After

dropping off the wagons at Parkeston; to be pushed into the works by former BHP centre cab shunt unit 49, the locos turned on the triangle and ran back light engine to the loco depot in Kalgoorlie as 7C72. After replenishment of "supplies", they then continued under the same movement number to West Kalgoorlie yard where ACB4406 was cut off. ACC6032 then collected the empty acid tanks from 6025's arrival, and worked them to Hampton as 7405, positioning them for loading before returning back to West Kalgoorlie.

MERREDIN REPORT

On Wednesday 10 April 2013, CBH/Watco worked CBH002/CBH004 and a grain fleet to West Merredin; the first grain train in the area for some time. Our Perth correspondent visited the area on 26 April and saw CBH004 working 6M62 grain from West Merredin to Corrigin at Bruce Rock whilst CBH002 ran on 6M53 grain from Narembene to West Merredin. Also noted at West Merredin were stored Aurizon XNW and XW grain wagons and L3115 was at the West Merredin depot.

NORTHAM (AVON) REPORT

CBH118/CBH122 were noted loading grain at CBH Avon on 29 March 2013 whilst CBH017 and standard gauge CBH120 were stabled. Like Merredin Yard, Avon is also full with

stored grain wagons along with stored locos; DAZ1902, AB1502, AB1503, AD1520, and AD1521. The only operational Aurizon locos noted on 26 April were P2504/P2506.

PERTH REPORT

Noted passing Bellevue on 16 March 2013 were CBH004/CBH001/CBH002 on 7K22 loaded grain to Kwinana. Two weeks later on 30 March 2013, standard gauge CBH122/CBH 118 were on 7S56 loaded grain through Stratton. A further CBH/Watco sighting on 4 April 2013 saw CBH014/CBH 011 through Swan View on 5K03 empty grain to Avon/Great Southern Railway. Noted at Forrestfield Loco depot on 14 April 2013 were ACN4172 and ACN4174 from Redbank, Queensland sitting on road trailers waiting to be unloaded. The arrival of these two ACN locos has taken the narrow gauge ACN fleet to 20 locos. The single biggest class of locos on narrow gauge since the X class were delivered in the 1950s.

The Fremantle Port container trains still turn out a regular DC class working and on 18 April 2013, DC2215/DC2213 were noted on 5142 containers to Fremantle passing through Thornlie. Another train providing interesting power on occasions is 1030 loaded ore and on 28 April, ACC6030/ACC 6031/Q4004 were leading.

With thanks to Simon Barber, Jim Bisdee, Peter Donaghy and Stewart Winston.



: Working through the foothills near Bringa, DFZ2403/DFZ2401/DFZ2402 haul a loaded ore service to the Port of Geraldton on Tuesday 26 March 2013.
: Image by David Melling



: Passing through Kalgoorlie station and under the Maritana St. bridge, Q4002/LZ3109 haul 6029 freight to Malcolm on Saturday 27 April 2013.
: Image by Peter Donaghy



- FMG's new Solomon mine is now operational, however the line still has a 40km/h blanket speed restriction as the new branch "beds in". On Wednesday
- 10 April 2013, SD70ACs 704/706 swing around the 177Km post, the final curve before joining the FMG main at Coonary. Currently the Solomon line has
- two trains per day.
- Image by Kieran Wright



- BHP Billiton has undertaken substantial capital investment in double tracking their mainline. While most of the double tracking is close to the original
- mainline, at the Chichester Range a deviation was built with the original mainline to the left of this location. The current BHP Billiton train configuration
- is two SD70ACs leading an SD70ACe and a Dash-8. This arrangement related to the higher tonnage per car, and crew preference for the SD70ACe's
- modern cab comforts. On Thursday 11 April 2013, a quiet morning was disturbed by 4348/4326 leading 4339/5637 mid train, as they slug it out on a
- loaded up the western line.
- Image by Scott Fitzgerald



- A bit of a time warp occurred on the Thursday 11 April 2013, as AC6000CW 6072 and Dash-8 5658 both still displaying the BHP blue in which they were delivered head a B portion load of empties from Boodarie to Bing. Seeing AC6000CW units in the lead is almost non-existent these days due to the continued expansion of SD70ACe fleet.
- Image by Scott Fitzgerald



- Rio Tinto is currently double tracking the former Robe mainline from Western Creek Junction to Cape Lambert, concurrent with the port being converted to a balloon loop dumper operation. This will greatly increase the ore handling capacity of the port. As a result of this expansion, this part of the former Robe line is a hive of construction activity. Swinging around the curve just before Harding Dam are 7044/7063/8168 working an empty service, splitting a haul pack convoy on the morning of Saturday 13 April 2013.
- Image by Scott Fitzgerald

Tasmania



• Three of the four ex-QRNational 2150 class hood units acquired by Tasrail late in 2011, and now numbered as 2051/2054/2053, team up on 536 freight as it climbs out of the Meander River valley at Lemana on Thursday 11 April 2013. These locomotives were acquired as a stop-gap measure until new locomotives commence arriving later this year.
• Image by Peter Attenborough



• Twice a week (with provision for a third conditional service), a coal train runs between Fingal and the cement plant at Railton. During mid-April triple English Electric locomotives were operating the service. On Monday 15 April 2013, loaded coal service 246 heads north near Epping Forest behind Z2113/ZA2114/Z2111.
• Image by Peter Attenborough



: On approach to Deloraine, 431 freight from Burnie to Boyer is hauled by MKA2134/DQ2006/ZR2101/DQ2010 on Wednesday 6 March 2013.
 : Image by Bob Grant



: Deep in forested country on the former Emu Bay Railway south of Hampshire, locomotives DQ2010/DQ2009/DQ2001 haul 577 empty concentrate hoppers
 : southbound on Thursday 11 April 2013. Up to two return services operate to the mines most weekdays.
 : Image by Peter Attenborough



- Former Y class locomotive Y7 was converted to a powerless driving van and was renumbered accordingly as DV1. In that guise, along with a liberal coating of cement dust, it is seen at the southern end of the cement train as loading commences at Railton on Thursday 11 April 2013. Powering the train is DQ2005, out of sight at the northern end of the hoppers.
- Image by Peter Attenborough



- The two surviving members of the once eight strong Y class in regular freight traffic are now primarily engaged on shunting duties at Burnie. Stabled near the locomotive servicing depot on Thursday 11 April 2013, locomotive 2151 (formerly Y5) lays idle. It retains the rather worn Australian National Railways livery of green and yellow.
- Image by Peter Attenborough



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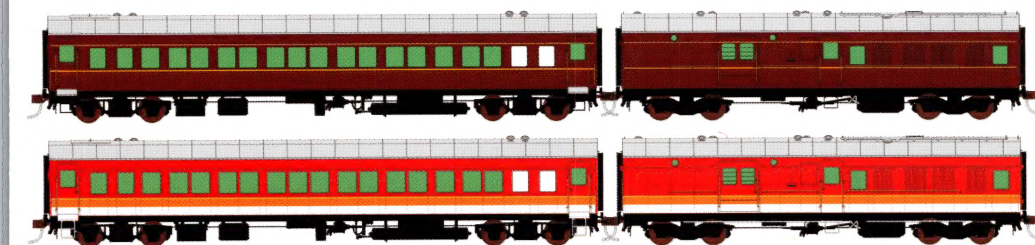
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- Bicentennial
- Freight Rail Blue
- FreightCorp Blue

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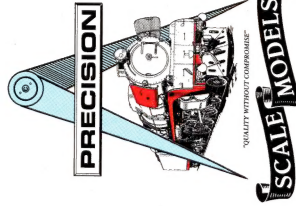
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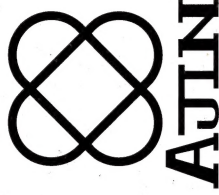
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